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## PART II OFFICIAL PLAN PROPOSAL

# STOCKYARDS INDUSTRIAL DISTRICT

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
APRIL 1984

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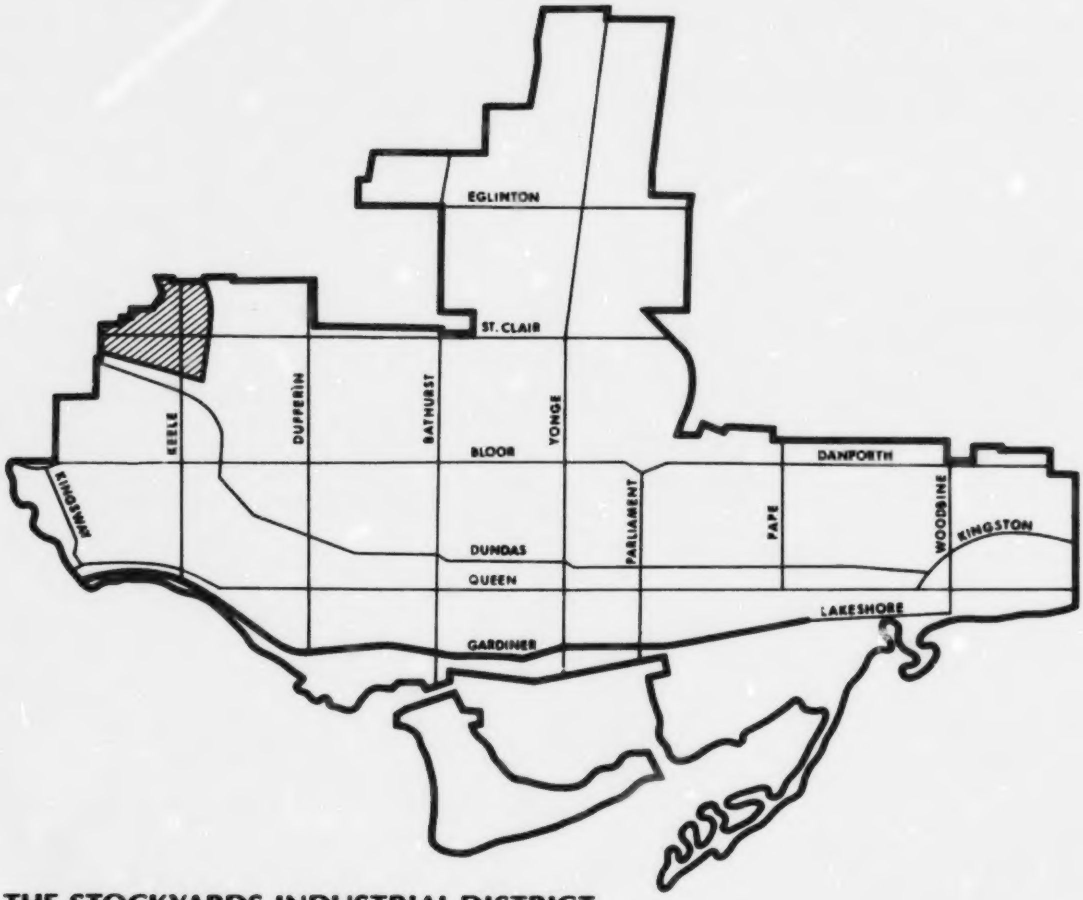
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LAKESHORE
GARDINER

THE STOCKYARDS INDUSTRIAL DISTRICT
IN THE CITY CONTEXT

# PART II OFFICIAL PLAN
# PROPOSAL
# FOR THE
# STOCKYARDS INDUSTRIAL DISTRICT

STEPHEN G. McLAUGHLIN

COMMISSIONER OF PLANNING AND DEVELOPMENT

APRIL 1984

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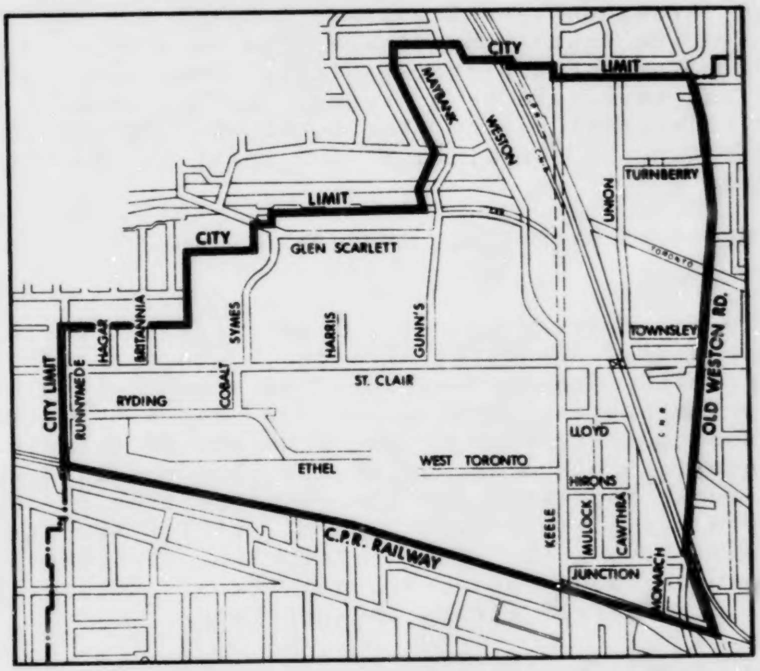
## SUMMARY

### 1. A NEW PLAN FOR THE STOCKYARDS INDUSTRIAL DISTRICT

The purpose of this report is to present proposals for a Part II Official Plan and new zoning designations for the area known as the Stockyards Industrial District. The Plan would apply only to lands located west of Old Weston Road and north of the CPR tracks, as far as the city limits. This summary is intended to highlight only the most important aspects of the plan.


CITY
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TORONTO
OLD WESTON RD.
TOWNSLEY
SYMES
HARRIS
GUNN'S
HAGAR
BRITANNIA
RUNNYMEDE
CITY LIMIT
RYDING
COBALT
ST. CLAIR
LLOYD
WEST TORONTO
ETHEL
HIRONS
KEELE
MULOCK
CAWTHRA
C.P.R. RAILWAY
JUNCTION
MONARCH

Part I of the Official Plan for the City of Toronto is essentially a legal document containing guidelines and policies under which the future development of the City is regulated. Part I of the Official Plan is a "general" plan in nature, and makes provisions for detailed studies to be undertaken on a district by district basis. These studies constitute Part II Official Plans, which contain detailed policies and guidelines addressing issues within a specific area of the City. Over the years, a number of Part II Official Plans have been completed and approved.

The Stockyards Industrial District planning study fits into a larger review process which began in the early 1970's, when the City became seriously concerned about the accellerating decline of industry. Following a series of reports and studies, the

City adopted new policies favourable to industry in general, with the aim of arresting the exodus of industry and attracting new industry to the City. The long-term objective is to maintain the industrial assessment and tax base and employment base of the City.

The Stockyards Industrial District was identified as one of the key industrial areas of the City requiring a review of the existing Official Plan and zoning regulations. The importance of industry in the Stockyards Industrial District cannot be over-emphasized. The largest concentration of meat-packing firms in Ontario has been established in this area since the early years of this century. The meat products manufactured here are distributed throughout south-western Ontario and as far away as Montreal and the western provinces. The area also contains some of the single largest employers within the City of Toronto. This plan has therefore been prepared within the context of the City's new industrial policy, the needs and objectives of the industries in the area, and in relation to other local considerations.

## 2. AREA RESERVED FOR THE STOCKYARDS AND THE MEAT PACKING INDUSTRY

The Ontario Stockyards and the "meat-packing complex" are the core of this large industrial area containing some 120 firms. The meat packing complex itself is a collection of 17 firms involved in the processing of meat and meat by-products, the largest such concentration in the Province of Ontario. Together with the Ontario Stockyards, which are also the largest and most important such facility in the country, they employ close to 4,000 people (1983); this figure will be reduced to approximately 3,000 in 1984. The St. Clair-Keele area has historically functioned as a regional "meat terminal" serving hundreds of buyers from across the province.

This plan recognizes that the Ontario Stockyards and the meat-packing complex are closely integrated, each being significantly dependent on the other. This inter-dependency developed soon after the stockyards were established in 1903. The plan also recognizes that the meat-packing industry, as a whole, forms the foundation of the industrial base of West Toronto, for a number of reasons. The reasons include the historic development of the industry, its geographic location, and the economic importance the industry has attained due to its magnitude, including economic linkages and a vast employment base.

The plan would therefore re-affirm the area as suitable for a wide range of industrial uses, and for the meat packing industry in particular. The present zoning will be re-affirmed, although it will be technically different. Consistent with an important by-law passed in 1977, which prohibits commercial uses within any area zoned for industry, the zoning that is proposed in th plan ("I.4") will also permit all classes of lighter industrial uses ("I.1", "I.2", "I.3"), but not commercial uses. Even though this area would be buffered from the major residential areas by ravine and parkland, railway yards, and by light industrial areas, it does not mean that individual firms will not be subject to pollution controls. In the future, the area where heavy industry is allowed (such as the meat packing complex) will be expanded eastwards as far as Union Street, since this area already contains heavy industry.

## 3. AREAS RESERVED FOR OTHER TYPES OF INDUSTRY

In addition to the stockyards and meat packing complex, the district contains a number of other important industrial zones, with some 100 firms employing an additional 4,000 people. These areas form a continuous belt completely surrounding the meat packing complex, and heavy industrial uses, shielding them from the residential areas. Industries within these areas range from light warehousing and workshops to automobile repair shops, and a variety of manufacturing.

These areas will generally be zoned "I.3", a category permitting lighter industry ("I.1", "I.2") but not heavier uses ("I.4"), nor commercial uses. The effect of the proposed zoning will be similar to the effect of the present zoning. Some areas, however, will be zoned "I.2", so as to permit only light industry, due to the proximity of areas of housing. Building height will be restricted to 14, 23, or 30 metres (45, 75, 100 feet) depending on the location. Most industrial buildings in these areas will be allowed to have a floor area equal to a maximum of 5 times the area of the lot, as at present. Some will be restricted to 2 times, which could be increased to 3 times, by making a rezoning application to City Hall. All industrial buildings will have significant expansion opportunities. The area as a whole has substantial industrial development potential.

## 4. RESIDENTIAL AREAS

Since the study area is primarily an industrial area, not only is the residential component very small, it is scattered into one-half dozen pockets, mostly at the periphery of the area. In fact, four of the six groupings of homes are really part of other residential communities which extend into the study area's boundaries; the other two pockets are isolated, being completely surrounded by industry.

The plan will recognize all viable and stable residential areas. The present residential zoning will also be re-affirmed, with an increase in the total allowable floor area from 0.6 to 1.0 times the area of the lot. Restrictions on distancing from the front lot line will be reduced, but a height limit of 12 metres (38 feet) will be established. Retail stores and small restaurants will be allowed in the residential areas, under certain conditions and only by special "re-zoning" application to City Hall.

One area of housing, the Keele-Hirons-Mulock area will be affected more than the rest by this plan. All the houses in this area are zoned industrial, which means that no new houses or additions can be built, without special permission from City Hall. They can, however, be torn down and replaced by industry. The plan recognizes that because of its isolation, this area is not a viable residential area in the long term, and should continue as an area in transition from housing to industry. However, there is no reason why, in the short term, these homeowners should not be granted some relief from adverse zoning conditions, in order that they may enjoy the same flexibility and development rights as other homeowners. The plan therefore proposes that the homes in this area be zoned residential, but that changes from residential to industry will be allowed; changes from industrial to residential will not be allowed.

## 5. COMMERCE

Retail and other commercial activity is presently allowed only in the St. Clair-Runnymede area and the St. Clair-Old Weston Road area. Residential is also permitted, although it is on the decline. The plan proposes that in addition to commercial and residential, light industrial be also permitted near Runnymede Road, since the area is already very "mixed" in character. The St. Clair-Old Weston Road area, on the other hand, will be reserved only for commercial and industrial uses; residential will no longer be allowed, except by a special re-zoning application. Both of these commercial areas serve a regional clientele. Buildings will be permitted to have a floor area equal to 2 and 3 times the area of the lot, depending on the type and location. A height limit of 12 metres (38 feet) is proposed.

## 6. PARKLAND

The plan proposes that the present zoning on Runnymede Park be retained, so as to preserve it as parkland. A need for a new park has been identified in the Hirons-Mulock area and the City should consider acquisition of land for this purpose. Similarly, it is proposed that the City lease a vacant parcel of land owned by the Board of Education, for a new park. These parks will be of benefit to both residents and workers in the area.

## 7. PROTECTION OF THE ENVIRONMENT

Protection of the environment is an important goal of this plan, and is consistent with the goal of strenthening the stability of industry in the study area. Industry has generally been of the view that environmental improvements are a direct threat to its long-term viability. However, experience has shown that environmental constraint on industry does not, by itself, cause the demise of the industry. The largest firms that have moved out of the west end of the City in the past five years have done so for other reasons - reasons related to wider economic issues, distribution, internal company plans, etc. Rather, environmental improvements have resulted in ensuring the long-term co-existence of industry and housing. This translates into long-term stability for industry, for in environmental disputes between housing and industry, the outcome is usually to the detriment of industry. Industry can no longer afford to be able to function without regard for the environment.

In recognition that industry and government have a mutual obligation to improve and protect the environment, this plan proposes that the Ministry of Environment be formally requested to conduct a study of ways of improving all aspects of the environment - noise, odours, emissions - in the Stockyards District, in consultation with industry and City officials.

## 8. LEGAL NON-CONFORMING USES

A "legal non-conforming use" is a use - industrial, residential, or commercial - which is contrary to the zoning on the property, ie., non-conforming, but which was established prior to the approval of such zoning. For example, an area zoned industrial may contain homes, which were built before the industrial zoning was established. These homes are classified as legal non-conforming uses. In other situations, there are factories within residential zones, there may be heavy industry in areas zoned for light industry; etc.

A legal non-conforming use is not permitted to expand, except in a minor way, and then, after approval from the Committee of Adjustment. Any change of use, from one legal non-conforming use to another, is similarly restricted. According to the Official Plan, a legal non-conforming use must eventually cease to exist, and the land revert to the usage for which it is zoned.

In the Stockyards Industrial District at the present time, there are approximately 19 industrial, 9 commercial, and 127 residential legal non-conforming uses, for a total of 155. Under the proposed zoning, the number of legal non-conforming uses would be reduced substantially: 12 industrial, 3 commercial, and 25 residential, for a total of 40.

## 9. AFTER THIS REPORT...

The immediate purpose of this report - the Proposed Part II Official Plan for the Stockyards Industrial District - is to provide a basis for public discussion. Therefore, comments and suggestions are invited from industrialists, businessmen, and residents. Public meetings will be held for this purpose. This report will be followed up with a "Final Recommendations" report, which will be based on this report and the public discussion. The "Final Recommendations" report will then be submitted to City Council for approval, and eventually become law. The approval process at City Hall will occur in several stages, and you may support or object to the plan at each stage.

DRUGS

# 1. BACKGROUND

## 1.1 DESCRIPTION OF THE STOCKYARDS INDUSTRIAL DISTRICT

The Stockyards Industrial District is located in the north-west corner of the City of Toronto. It is bounded by the Canadian Pacific Railway Galt subdivision right-of-way on the south, Old Weston Road on the east, and the City Limits on the north and west. The district's central point of reference is the intersection of St. Clair Avenue West and Keele Street. Map 1 shows the area's location in relation to the rest of the City. This is one of the City's two major industrial districts, the other being the Port Industrial District. As of December 31st, 1981, approximately 8,000 persons were employed here by over 120 firms, some of which are amongst the City's largest industrial employers. The area under study in this report covers some 97.6 hectares (241 acres), excluding public streets and laneways.

The Stockyards Industrial District is characterized by:

firstly, the Ontario Stockyards, which is the largest public stockyards in Canada, and which is located south of St. Clair Avenue and west of Keele Street;

secondly, the "meat-packing complex", a collection of 17 meat-packing and related firms, which are located principally north of St. Clair and west of Keele Street-Weston Road;

thirdly, a major concentration of railway, manufacturing, warehousing, scrapyards, and other heavy industrial uses along the periphery of the stockyards and meat-packing complex; and

fourthly, several pockets of housing, a major park, and commercial uses, interspersed throughout the district.

The above is illustrated in Map 3.

## 1.2 THE SURROUNDING AREAS

The surrounding areas to the east and south contain primarily low-density family-oriented housing, with a predominantly working class population. These areas are separated from the Stockyards Industrial District by major railway lines. Both of these areas are currently undergoing Part II Official Plan studies similar to this study. The residential area to the south contains within it the Junction retail strip along Dundas Street West, from Runnymede Road to Dupont Street. To the north and west, lands in the Borough of York are predominantly residential in character, but also contain significant pockets of industrial and commercial uses.

## 1.3 HISTORICAL BACKGROUND

The Stockyards Industrial District is an old, established industrial district, whose core developed as part of the Town of West Toronto. The area gained its name from the intersection of two railway lines in the vicinity of the intersection of Old Weston Road, Dundas Street, and Annette Street. Its initial economic impetus came from the construction of the CPR yards in the 1880's. The small farming community became the home of the large work force employed by the railways and by a number of new industries which had been themselves attracted by the area's convenient access to rail transport. With the development of the Union Stockyards in 1903, on the corner of Keele Street and St. Clair Avenue, and the subsequent location of the meat packing firms to the north of the stockyards, the industrial dominance of the area was complete. By the 1950's, trucks were making inroads on the railways' domination as the main carrier of goods. The Junction area, with reasonably good access to the MacDonald-Cartier and Queen Elizabeth Highways, and to downtown Toronto, retained its desirability as an industrial location. It has remained a major industrial area to this day, and is expected to continue as such in the long-term future.

A large proportion of the Junction's industrial labour needs have been traditionally fulfilled by residents of the surrounding local communities. The smells in the area, particularly from processors of meat by-products, tended to discourage people not employed by the area industries from locating nearby. Major employers during the early period of development included the Union Stockyards, the CPR, the Heintzman piano company, a foundry, a soap works plant and a flour mill.

The Stockyards Industrial District has not experienced the kind of commercial and residential intrusions common in several downtown industrial areas. It has remained largely industrial except for one large site which was redeveloped as a supermarket. This has been counterbalanced, however, by the construction of several new industrial buildings in the last few years.

## 1.4 RECENT DEVELOPMENTS

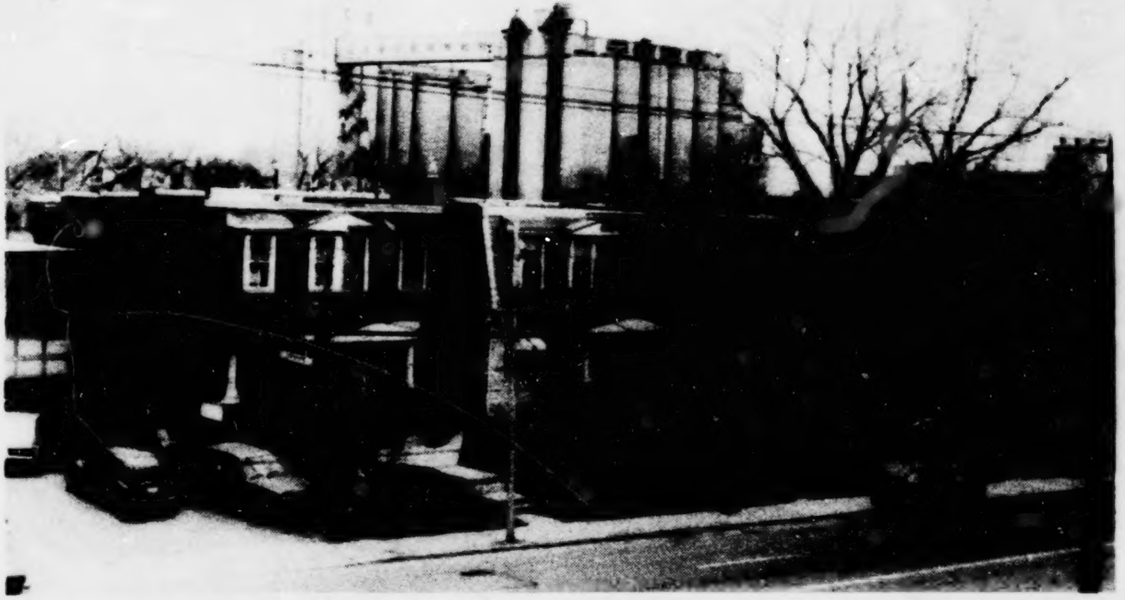
At least three developments within the last ten years in the Stockyards Industrial District created the original impetus for this study. Perhaps the most important of these was an attempt by a real estate agent in the mid-seventies to assemble land from three of the largest land holders in the area, all of which were connected to the meat packing industry. A successful assembly at that time would have resulted in an application for a massive residential development. The scheme to assemble the land was not successful. However, planning staff were asked to examine the implications of such a move on the economy of the City, on the future development of the overall study area and on the surrounding residential and industrial neighbourhoods. After a preliminary assessment was prepared, the scope of the study was expanded and it became clear that a full assessment of all the land use policies and City services in the Stockyards District should be examined.

The second development was a general concern with the exodus of industrial firms and with these a large number of industrial jobs from the City. As the City embarked on a policy of industrial preservation and protection the Planning Department initiated a series of surveys and studies to determine the status of industry across the City, including in the Stockyards District and nearby areas. The results of these studies indicated that the study area is one of the most viable and important industrial areas, and that by addressing certain problems, the long-term viability of this area for industrial purposes can be secured.

The final concern that surfaced prior to the initiation of this study was the decision by the Provincial and Metropolitan governments to extend Highway 400 to the Gardiner Expressway. This decision was subsequently modified in a number of stages, until in 1982, the Black Creek Drive was completed and opened. This new limited-access arterial road connects Highway 400 to Weston Road, at Humber Boulevard. Weston Road itself has been widened to 6 and 5 lanes, as far as St. Clair Avenue. A new access road to the meat packing complex, the Maybank Avenue Extension, recently renamed Gunns Road, has also been opened as part of the overall road improvement programme triggered by the proposals to extend Highway 400.

## 1.5 EXISTING OFFICIAL PLAN

The City's Official Plan consists of two parts. In 1969, the Province approved Part I of the Official Plan for the City of Toronto. This plan provides City Council with a guideline for



*The Official Plan provides a long-term guideline for City Council when enacting by-laws to regulate development.*

***The Zoning By-Law regulates land use, and specifies exactly the location, size, height, open space, parking requirements, etc., of all classes of buildings.***

the future development of the City. It contains the City's planning objectives and policies. However, it is generalized in nature, meaning that it is not a framework of fine policy distinctions at the local neighbourhood level. Rather, it provides a framework within which local planning policies or policies affecting one specific area, can be developed. Presently, Part I of the Official Plan designates most of the Stockyards Industrial District as an Area of Industry, while the south-west corner of the study area is designated as a Low Density Residence Area (see Map 5).

Part II of the Official Plan, on the other hand, is local in nature. It contains detailed, specific objectives and policies for a given neighbourhood or study area. Once approved, a Part II Plan constitutes an amendment to Part I of the Official Plan, and supersedes it. This study leads to a proposal for a Stockyards Industrial District Part II Official Plan, which contains detailed land use policies regulating the future development of the area and re-affirms the preservation of key features of the area.

## 1.6 EXISTING ZONING

The policies relating to development contained in the Official Plan (Part I and Part II) are implemented mainly through the Zoning By-law. Enacted by City Council and approved by the Ontario Municipal Board, the Zoning By-law regulates the use of all land in the City, including large tracts or small lots. The Zoning By-law contains classifications and definitions of industrial, commercial, and residential and institional uses, restricting their location to certain areas. It regulates maximum permissible height and density of buildings, their siting on a lot, minimum parking requirements, and sets other standards. The by-law is not retroactive in nature. Consequently, any use in existence before the passage of the Zoning By-law, or a subsequent amendment, and which would not be permitted under the new Zoning, is termed a "legal non-conforming use". A common example of a legal non-conforming use is a variety store located in a residentially zoned area. The Zoning By-law may be amended from time to time, but only if such amendments are in conformity with the Official Plan.

For the most part, the Stockyards Industrial District is zoned C2, C3 and C4 (see Map 6). These are industrial categories permitting a great range of industries, from light manufacturing and warehousing to the "heaviest" of industrial uses. Buildings are allowed to have a gross floor area of up to 5 and 7 times the area of the lot, depending on whether the lots are designated as "V.2" or "V.3". A number of houses, mostly in the Mulock Avenue area, are zoned C3, which mean that they constitute legal non-conforming uses. Other houses located on Old Weston Road, Weston Road, Maybank Avenue and Ryding Avenue, are zoned R2 Z2 and R2 Z3, districts where residential uses are permitted and may have a density of up to .6 and 1.0 times the area of the lot, respectively. St. Clair Avenue between Runnymede and Cobalt are zoned C1 V1, a commercial-residential category permitting buildings having a gross floor area of up to 3.0 times the area of the lot.

## 1.7 BY-LAW 220-77

In the present Zoning By-law, C1 uses (commercial) are permitted within C2, C3 and C4 districts. As a result, C1 uses have located in industrial zones, often to the detriment of local industry as a result of land use conflicts and change in land values. In order to prevent such developments in the Stockyards Industrial District, in 1977 City Council passed By-law 220-77, which has the effect of prohibiting any C1 use from locating in any C2, C3 or C4 district within the study area. This has been Council's most significant action to date with regard to the implementation of the City's pro-industry policies in this area. It signalled the City's firm intentions of preserving the industrial character of the Stockyards Industrial District. By-law 220-77, in fact, was enacted in anticipation of the approval of a new industrial zoning system, which has been designed to prevent situations of potential competitions for land between the more lucrative commercial/residential uses and industrial uses. In addition a review of all the uses permitted in each category has been conducted to ensure compatibility. Certain areas are to be preserved exclusively for heavy industry. This study proposes the replacement of the existing "C" industrial zoning categories with the new "I" system. Both systems of zoning are explained in detail in Sections 4.2.1 and 4.2.4 of this report.

By-law 220-77 is referred to in the Zoning By-law as Section 16(2) (ssss), and is attached to this report as Appendix "A".

## 1.8 OTHER BY-LAWS

There are a number of other by-laws in effect in various areas of the Stockyards Industrial District. By-law 162-79, prohibits motor vehicle repair shop class B uses (or autobody shops) in the Hirons-Mulock area. By-law 370-79 was enacted to exempt three properties from the provisions of By-law 162-79. Both of these by-laws are referred to in the Zoning By-law as Section 16 (2) (128).

By-law 29-69, and referred to as Section 16 (1) (iii) in the Zoning By-law, prohibits "cartage yards" from certain industrial zones.

By-law 150-79 was enacted to permit a radiator repair shop at 38 Hirons Avenue, which had been prohibited by By-law 220-77.

By-law 22867 was enacted in 1966 to permit the Stark Scrap Yard at 200 Union Street, subject to a buffer zone on the northerly boundary being maintained.

Section 16 (2) (ccccc) of the Zoning By-law establishes the maximum number of dwelling units that an apartment house may have in certain R, C1S, and C1 zones across the City, including 3 zones within the Stockyards Industrial District. This by-law is only of minor relevance at the present time, and will become largely redundant after the zoning amendments proposed in the report are implemented.

All of the above by-laws are contained in full in Appendix "B" of this report. With the exception of By-law 22867, they will become redundant and will therefore be repealed.

## 1.9 PARKS AND RECREATION

Being primarily an industrial district, the study area contains few public open space and recreational facilities. However, Runnymede Park, a 4.5 hectare (11.2 acres) park located in the south-west corner of the area, and George Bell Arena which is situated on park property, provide a large array of recreational facilities for the people of the entire area. These two facilities serve a district population that extends much beyond the boundaries of the Junction. Runnymede Park includes tennis courts, and a children's play area, while the Arena contains an indoor ice rink and a number of meeting rooms.

The various small residential pockets located close to the City's boundary with the City of York and the residents in these areas share the recreational facilities that are located within York. The Hirons-Mulock residential area is listed as a no. 3 priority area for park provisions in the report "A Study of Local Parks Outside the Core Area", which was adopted by City Council in 1980. Therefore, it is one of the City's highest areas of priority for park development.

## 1.10 POPULATION

Since the Stockyards Industrial District is primarily a heavy industrial area, its resident population is, not unexpectedly, relatively small. Within the study area there are only 557 occupied dwelling units. The study area covers all of Census Tract 106 and a small portion in each of Census Tracts 107 and 108.

In 1971, the area had a total population of approximately 2,400. In order to place this in perspective, it is noted that other study areas of similar geographic extent but of decidedly residential character, have far greater populations. For example, in 1971, the population of the Junction Triangle,

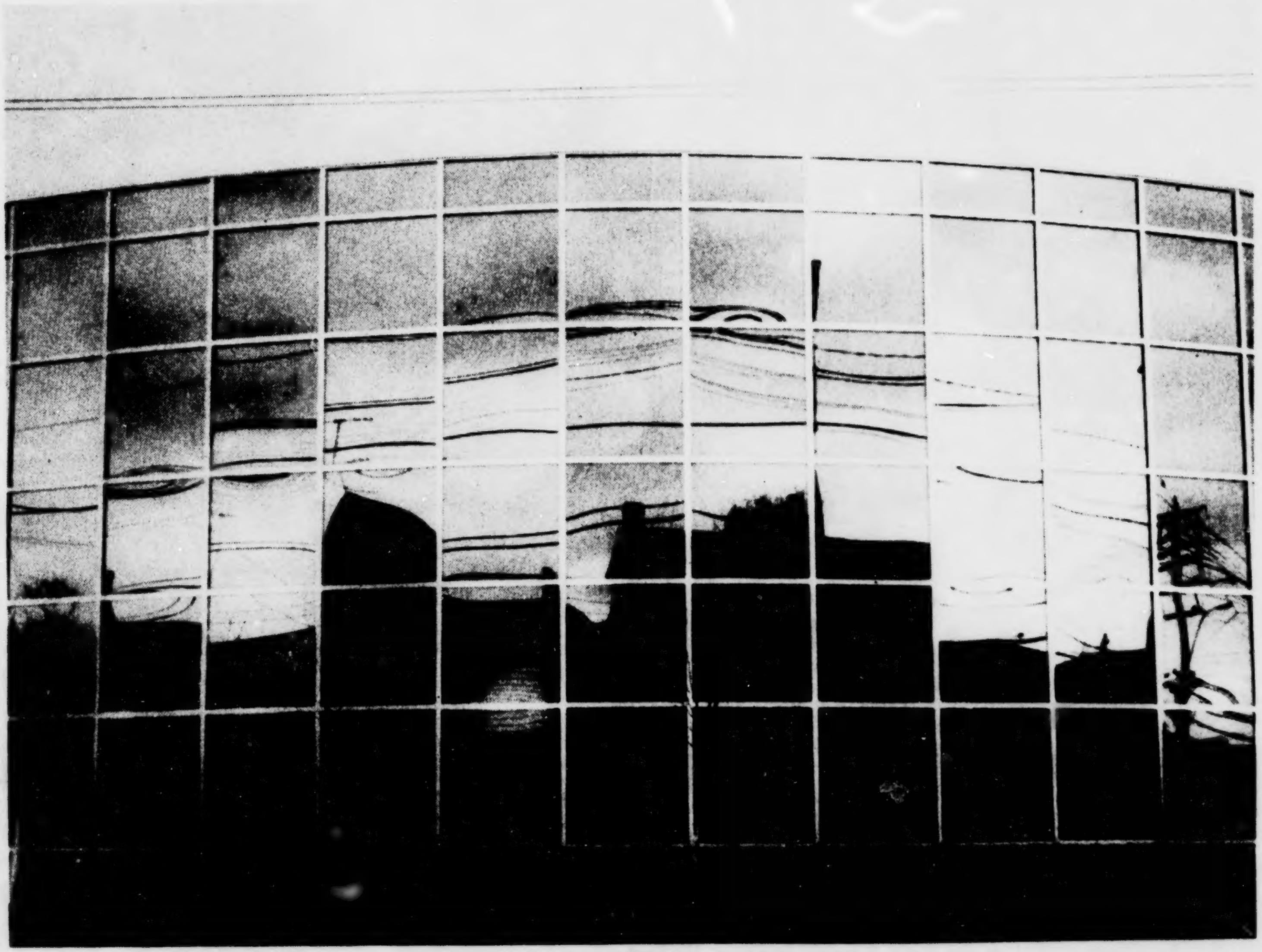
*Runnymede Park, on Ryding Avenue, is 4.5 hectares (11.2 acres), but the only park within the study area. One of the City's oldest parks, it is also the site of the George Bell Arena.*

*The total residential population, interspersed in 6 small areas, was 1,867 in 1981, 22% less than in 1971. The small population is not surprising, since this is primarily an industrial area.*

Dovercourt Park, and the Wallace Emerson neighbourhoods, each of which has been the subject of a Part II Official Plan study, was in the range of 6,000 to 12,000.

From 1971 to 1981, the study area's population decreased to 1,867, a drop of 553 persons or 22%. This decrease is substantially greater than the 5.4% decrease experienced in the City as a whole over the same period. There has not been any demolition or other loss of housing attributed to the smaller household size prevalent in the City's population generally, and as well, to the conversion of two and three-family homes to one family homes.

Most of the population is family oriented: of the total 550 households 434 or 78.9% are one-family households. It is a relatively stable population, and largely working class. Of the total 530 occupied dwellings, 392 or 73.9% are owner-occupied, a very high rate when compared to the City rate of 41%. In 1971, 1,440 people or 60% of the population reported English as the language spoken most often at home; 541 or 22.5% reported Italian; 5.1% reported Polish. By 1981, 1,193 people or 64.1% reported English as their mother tongue; 15.6% reported Italian; and 5.2% reported Portuguese. This shift in the ethnic distribution of the population is similar to the over-all pattern of settlement in the west end of the City. The population of the study area's various pockets of housing, is similar to the larger residential neighbourhoods with which they are often a physical part of, in terms of family orientation, socio-economic status, ethnicity, home ownership, etc.



## 2. PLANNING CONTEXT

### 2.1 THE CITY'S INDUSTRIAL POLICY

In 1965, the City of Toronto Planning Board published a report entitled Industrial Prospects in the City of Toronto. It followed through on the theme of preserving the City's industrial base, expounded in earlier reports, and emphasized the need for the retention and expansion of industry, even at the expense of residential areas where appropriate. Two suggestions were made to restore the viability of urban industrial activity: 1) to develop innovative industrial structures which would be suitable for downtown urban locations, and 2) to develop an "exclusive" industrial zoning system (versus a "cumulative system") which would prevent the conversion of as-of-right industrial land for commercial purposes.

With the adoption of the City of Toronto Official Plan Part I in 1969, the concept of a defined Area of Industry was established. Little in the way of promoting industrial development was done, however, and as the need for housing first became chronic in Toronto in the late 1960's and early 1970's, many industrial sites were redeveloped for residential purposes. In 1974, the City of Toronto Planning Board issued a report entitled A Place for Industry which advised "against blindly rushing to redevelop the City's industrial areas". The report documented and analyzed the steady decline of industry in the City of Toronto from 1950, and noted the dramatic lack of explicit policies favourable to industry in the past decade. The report argued that there were distinct economic advantages for the City in retaining its industry and suggested actions which would arrest this trend.

Like the earlier studies, it suggested a review of zoning and building regulations in order to produce, among other things, new industrial zoning designations which would reserve certain lands *exclusively for industry*. Industrial promotion by the City, the improvement of City services, and City-initiated industrial land assemblies were other concepts proposed in the report. At the same time, this report suggested that a number of studies should be undertaken, in order to test some of the assumptions on which a policy of industrial retention could be based.

The *Central Industrial District Proposals* report, based on the principles outlined in the earlier reports, was published in March, 1976. It proposed new industrial Official Plan designations and four new zoning categories for the City of Toronto. This was seen as the first step in retaining the industrial base of the City. The zoning description which allows heavy industrial uses would be "exclusive" in nature, while other zoning categories would be "inclusive" so that uses which are allowed in restricted areas would also be allowed in less restricted areas.

Most commercial uses would no longer be permitted in industrial zones. Finally, in 1978, the new Official Plan and zoning designations for the Central Industrial District were adopted by Council. This action laid the foundation for the preservation of viable industrial areas and the encouragement of new industry across the City. They were approved by the Ontario Municipal Board in 1980.

## 2.2 THE STOCKYARDS INDUSTRIAL DISTRICT: A VIABLE INDUSTRIAL AREA

In 1976, City planners and staff from the Ministry of Transportation started work on an extensive survey to determine the health of industry in the Greater Junction area. (In addition to the Stockyards District, the greater Junction area includes the Junction Triangle, the Dundas Street West area, and the Davenport West area.) The purpose of the surveys was two-fold: to gain a basic understanding of the status of industry and to assess the trends and anticipated changes. The City of Toronto had not ever before undertaken such an extensive series of surveys. The results of the surveys were subsequently published in March, 1977, in a report entitled *Industry in the Junction Study Area, Report No. 1*. Dealing with general industrial issues in the four Junction areas, the report was intended primarily to set the context for the Part II Official Plan studies, such as this present study. It is relevant to briefly note the report's conclusion, that "the strength and extent of industrial activity in the (greater) Junction suggest a significant and ongoing role for the area in the City of Toronto's industrial future". The study's four major findings were:

Industry in the Junction Study Area REPORT NO.1

CITY OF TORONTO PLANNING BOARD MARCH 1977

central area plan review

central industrial district · proposals

CITY OF TORONTO PLANNING BOARD

PRIMARY, RECYCLING AND BULK STORAGE INDUSTRIES · POLICY PROPOSALS

INDUSTRY IN THE JUNCTION STUDY AREA REPORT NO. 2 THE NORTH-WEST JUNCTION

CITY OF TORONTO PLANNING BOARD FEBRUARY 1978

a place for industry

*Some of the reports which led to the City's new industrial policy, and which set the policy context for the development of this plan.*

a) The Junction (all four areas) provides employment for a significant number of workers - 20,000 in 1971 - and the jobs are often filled by residents of nearby areas.

b) Most of the industry is very stable with approximately one-third of the firms having sufficient room for expansion.

c) The close proximity to residential areas, the particular nature of the industries, and the congested traffic has led to land-use conflicts between the industrial and residential uses relating mainly to pollution and trucking problems (particularly within the Junction Triangle).

d) The major local threat to industrial stability comes from potential competing residential and/or commercial land use.

## 2.3 SURVEY RESULTS

Within the Stockyards Industrial District, a total of 54 firms employing a workforce of about 5,600 males and 1,400 females were surveyed for the 1976 Study. Firms in the manufacturing, wholesaling, warehousing, and service sectors are represented (see table below).

Stockyards Industrial District Firms by Type

| Type of Firm | No. of Firms | Total No. of Employees | No. of Women Employees | Average No. of Employees per Firm |
|---|---|---|---|---|
| Food & Beverage | 16 | 4923 | 789 | 308 |
| Transportation | 5 | 355 | 35 | 71 |
| Wholesale | 11 | 447 | 74 | 41 |
| Other Manufacturing | 15 | 1110 | 378 | 74 |
| Service | 7 | 256 | 86 | 37 |
| Total | 54 | 7091 | 1362 | 131 |

The vast majority of the surveyed firms (73.8%) own their properties. It is worth noting that only 6.2% of the firms own vacant land elsewhere which could be used for relocation purposes. Only 3 firms (4.6%), employing a total of 61 people, planned to relocate out of the District or reduce their activities; the overwhelming majority (89.2%) planned to remain or expand on their present sites. Another indicator of stability in the area is that three-quarters of the firms (75.3%) had been in the area five years or longer, while 59% had been on their present site for more than 20 years.

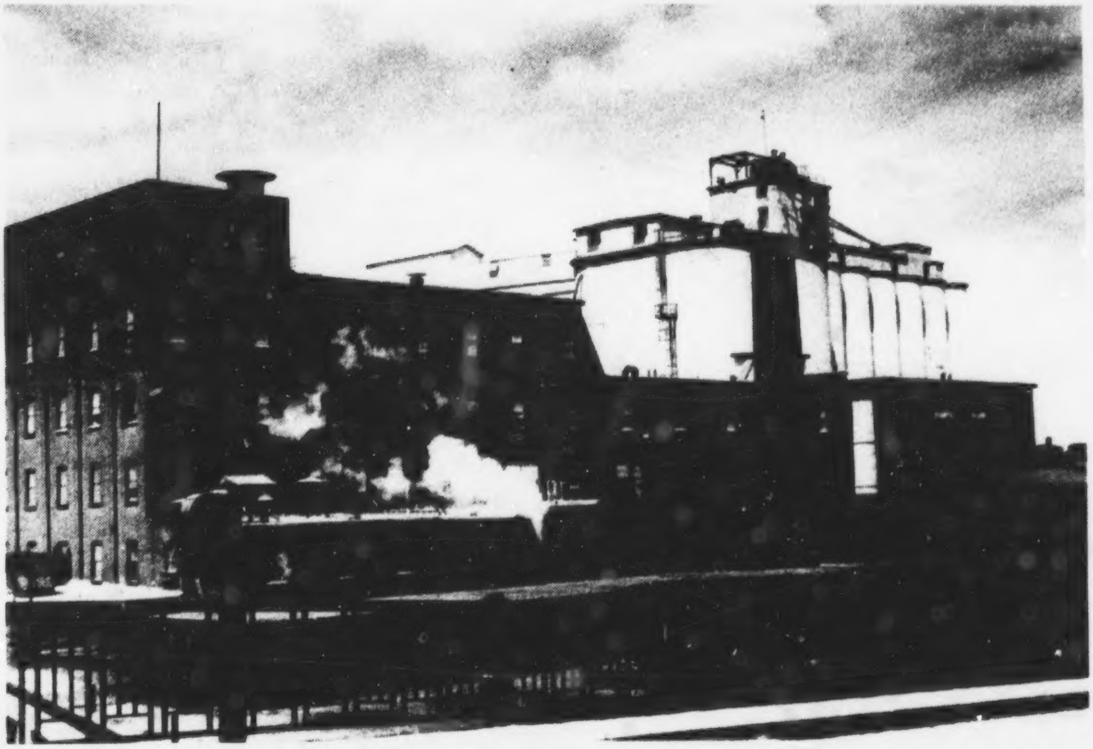
Almost two-thirds of the firms (59%) have increased their capital investment on their site in the five years preceding the study. Over one-third (36.9%) indicated that they had sufficient room for expansion.

Approximately one-quarter of the firms from the Stockyards District stated that there was insufficient room for expansion. One quarter of the firms felt that traffic congestion was a problem. Almost one-fifth of the firms indicated that there was inadequate access to expressways and approximately one-tenth of the firms stated that their buildings were inadequate. However, a full 63% of the firms surveyed indicated that they had very few or no problems with their location.

The firms were able to point out many more advantages than disadvantages in staying in the Stockyards District. In fact, all firms cited at least one advantage for their Junction location and 50% could think of six or more advantages. Most of the advantages related to the urban setting, such as accessibility to labour, being close to markets, and availability of public transit. Also high on the list was the fact that many firms have been located in the district for a long time and, therefore, have fixed capital investments. Moving elsewhere could involve major expenditures as firms have built suitable premises over the years often involving costly specialized processes. Other factors cited were adequate parking and storage space (28%) and access to transportation facilities such as highways and railways. As mentioned earlier, with the construction of Black Creek Drive and other related improvements to the road system, highway access has been improved significantly. Many industrialists have already publicly recognized this factor as an additional advantage of this area.

The conclusion that can be drawn from an analysis of the survey results is that the Stockyards Industrial District will continue to be a stable industrial area, where many heavy industries are located and where the meat packing industry of Ontario and much of Canada makes its home.

As mentioned earlier, approximately 8,000 persons are employed within the Stockyards Industrial District. The survey revealed that 45% of the employees live within a 6.4 kilometre (4 miles) radius of their place of work (see table below). In fact, a full 26% live within the Junction areas, a radius of only one mile. These are unusually high proportions when compared to other industrial districts in the Metropolitan Toronto area, and suggests an important relationship between the Stockyards Industrial District and the surrounding residential community. This relationship goes back to the original settling of the area, in the late nineteenth and early twentieth centuries.



*This area has been traditionally a very stable industrial area. A 1976 study found that 60% of the area's industrial firms had been on their present site for more than 20 years. Most have significant fixed capital investments.*

*According to the 1976 study, of the 8,000 industrial employees (1983 data) in the area, 45% lived within 4 miles of their place of work, 26%*

Stockyards Industrial District Employees' Place of Residence

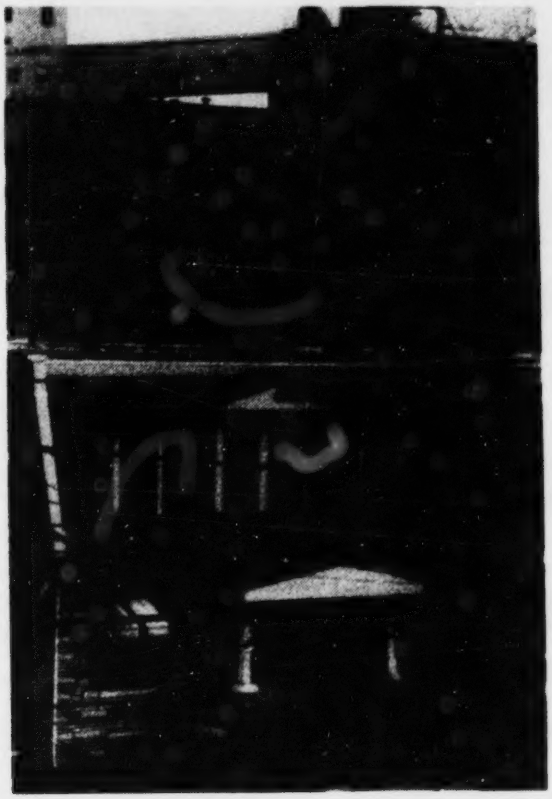
| Place of Residence | Percentage of Employees |
|---|---|
| Stockyard District(within 1 mile) | 26% |
| Between 2-4 miles | 24% |
| North West Metro (beyond 4 miles) | 28% |
| East of Yonge Street | 13% |
| Other | 9% |

Given that it is now 7 years since the surveys were undertaken, it is important to update the major components of the data. Since 1976, no significant number of firms have moved out of the area. A few firms have moved into the area. There has been no loss of usable industrial gross floor area; rather there appears to be developing an increasing trend. Until 1983, the drop in number of employees had been consistent with unemployment levels and the economic downturn trends at the national level. However, by December of 1983, Canada Packers will have laid off over 1,000 people - an astonishing event with serious impact on the employment levels in the City. Nevertheless, it is important to note that during the five year period of 1977-82, capital investment in industrial buildings alone, has amounted to over $4 million, as reflected in building permit records. This factor would certainly support the view that this area continues to remain viable for industry.

## 2.4 THE RESIDENTIAL POCKETS

The most important fact about the six residential areas located in the Stockyards District is that, with one or two exceptions, they cannot offer a highly desirable environment for residents. This is rather obvious since they are located in the heart of one of Toronto's largest and most important industrial districts. The area is also located on one of west Toronto's busiest truck routes which results in a large amount of noise, dust and vibrations. Rendering odours, which were very severe in the past, are no longer a major problem but can still be bothersome. None of the six residential pockets is free from the detrimental effects produced by industrial uses or industrial traffic.

The lack of a sufficiently large population base in each of the residential areas has meant that the areas have not been able to support the various social, recreational and educational amenities that other areas take for granted. For instance, there are no library facilities or schools within the study area. In order to determine the viability of each of the residential pockets within the Stockyards District, an opinion survey was conducted within each district in 1977. The resuls of the survey are presented below as an indication of the issues faced



*There are 6 small pockets of housing in the area, containing a total of 557 dwelling units. Most of them are owner-occupied. Most of them are quite isolated from other larger residential neighbourhoods. Top: East side of Keele Street. Bottom: West side of Old Weston Road, south of St. Clair Avenue West.*

in each area and to provide a basis for future planning. The results will be briefly discussed for each residential sub-area. For the locations of these areas see Map 7.

### 2.4.1 WESTON-MAYBANK AREA

The Weston/Maybank Avenues residential pocket is located north of the meat packing complex and is part of a larger residential area that extends into the City of York. The survey results indicate that despite the area's proximity to heavy industry, it represents a stable neighbourhood.

All of the households interviewed in this area live in single-family dwellings. The overwhelming majority of the respondents were adults with children. Ninety-five percent of the respondents stated that they were satisfied with their houses while 83% per cent indicated that they liked their neighbourhood. The neighbourhood contained an equal proportion (37%) of short-term residents (1-5 years) as it does long-term residents (over 15 years).

The respondents to the survey did specify a number of problems. Ninety-five per cent indicated that odour pollution was quite strong and seventy per cent indicated that there should be more effective environmental control imposed on the industries. A further 67 per cent felt that there were no other serious problems that could be related to the industries located nearby. As recreational facilities in the area were lacking, most people stated that they used facilities provided by the City of York.

### 2.4.2 RYDING AVENUE AREA

The Ryding Avenue area is located south west of the meat packing complex. This area has much better access to recreational and park facilities than any of the other area in the Stockyards District. The survey results reflect this factor.

The vast majority of houses in this area are single family dwellings occuppied by families with children. Most of the houses are of recent construction, having been built in the sixties. Eighty-six per cent of the residents in this area were satisfied with their accommodation and 54 per cent expressed satisfaction with their neighbourhood. A further 73 per cent were satisfied with the amount and quality of recreational facilities. More than 70 per cent of the residents of the area indicated that they have lived there less than 15 years.

Although 73 per cent of the respondents indicated that industry was a problem, only 43 per cent felt that pollution was a serious concern. Truck traffic on residential streets posed a problem, according to 60% of the residents. This concern is particularly important if it is considered that children cross

Ryding Avenue on a regular basis to get to the Runnymede Park. Ryding Avenue also functions as a logical truck route between Runnymede and Keele.

### 2.4.3 HAGER/BRITANNIA AREA

The Hager/Britannia residential area is located immediately to the west of the meat packing complex. As with the previous two areas, all of the houses in this district are single-family dwellings. Almost 80 per cent of the households have 2 or more children and 90 per cent of the respondents felt satisfied with their houses. There did not appear to be any appreciable trends in terms of the number of years that people have lived in the area, although 75 per cent of the respondents are fairly new to the area having lived here for less than 15 years.

The perception of this area by the residents indicates, not surprisingly, that slightly over 50 per cent of the respondents do not like the area. A further 90 per cent say that industry is a problem in the area, while 76 per cent find odours from nearby industries disturbing and 50 per cent find noise a major problem. An additional concern includes truck traffic, mentioned by 60 per cent of the respondents, and lack of recreational facilities, mentioned by all the respondents.

### 2.4.4 MULOCK-HIRONS AREA

This area is completely isolated form other residential areas. It is surrounded by railways or heavy industries on all sides. The majority of the residents suggested that although they were satisfied with their accommodation, they were concerned about the lack of recreational facilities and heavy truck traffic. Unlike the other residential areas, all the houses in this area are legal non-conforming uses, since they are zoned industrial (C3). The majority of the houses, however, appear to be in excellent condition, and the residential community is quite stable.

### 2.4.5 OLD WESTON ROAD SOUTH OF ST. CLAIR

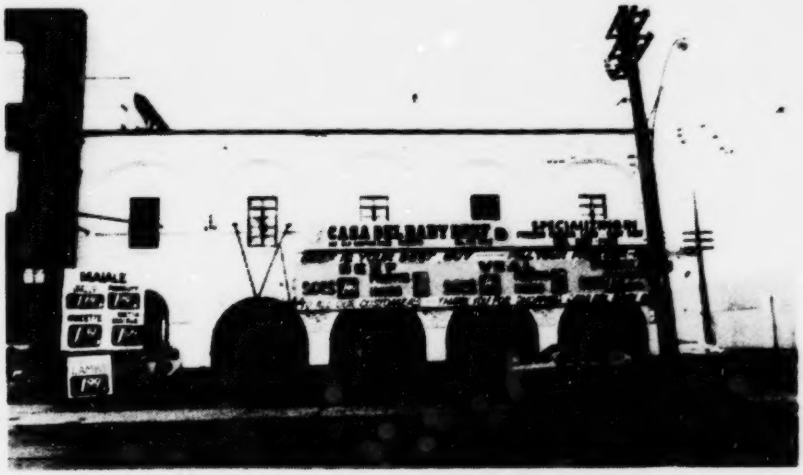
The west side of Old Weston Road south of St. Clair contains about 40 houses in 3 different clusters. They back directly onto heavy industry. Heavy traffic along Old Weston Road is seen as the major problem. Although this area is marginal as a residential area, it relates to the wider residential area east of Old Weston Road. Most of the lots are rather shallow; the houses have no garage facilities or laneway access.

### 2.4.6 OLD WESTON ROAD NORTH OF ST. CLAIR

The west side of Old Weston Road north of St. Clair contains a continuous strip of 63 two-storey, semi-detached houses, stretching from the Ontario Hydro right-of-way, north to Turnberry Avenue, and up to the City limits. These houses all date from the 1940's. They back directly onto the industrial area. Aside from noise produced by truck traffic in recent years the residents north of Turnberry have been concerned with the operation of an automobile pound and motor vehicle repair shops on an adjacent industrial site.

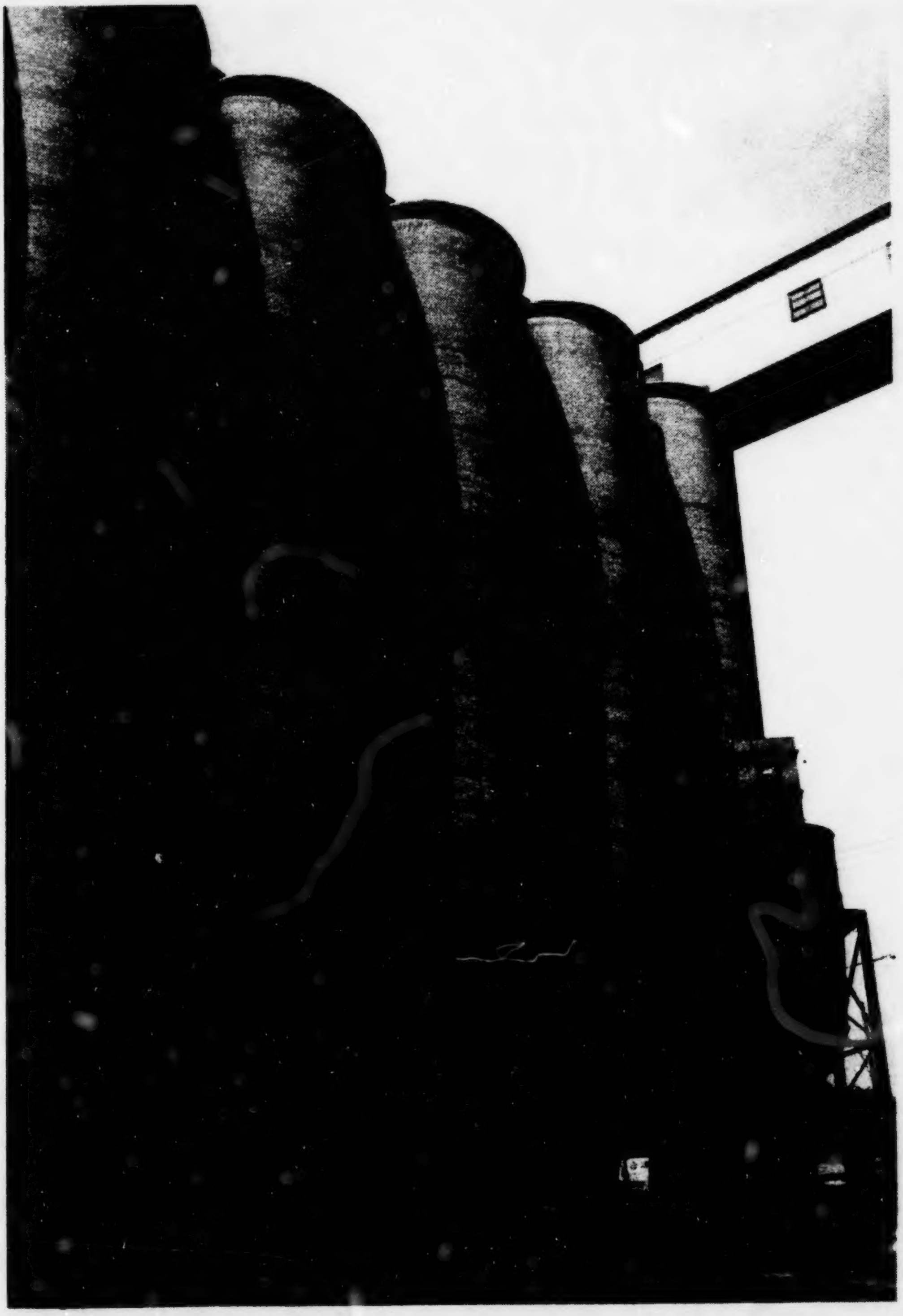
## 2.5 COMMERCIAL USES

Retail commercial uses within the Stockyards Industrial District are concentrated in a small area at Runnymede Road and St. Clair Avenue (see Map 3). This is presently an area in transition with residential uses being converted to commercial and industrial uses. Historically, the Stockyards Industrial District has had few commercial uses, and it is expected that commercial uses will remain a minor part of the area. There is very little demand for commercial space in the St. Clair area since it is perceived as an industrial area and the local residential population is not sufficiently large to support greater amounts of retail or other commercial space. As a result, a mixture of industrial uses (primarily automobile-related), commercial uses serving a regional market, and a few residential uses are found in the St. Clair/Runnymede commercial strip.



*Retail store on Old Weston Road.*

A small number of individual retail stores, such as restaurants and variety stores, are interspersed throughout the area, such as on Keele Street, south of St. Clair Avenue, and on Weston Road north of McCormack. There is one important commercial use within the area: the Darrigo's Supermarket, a 7,192.6 square metre (77,420 sq. ft.) retail store located on Old Weston Road north of St. Clair. It was built in 1976, before By-law 220-77 was passed prohibiting such uses in industrial districts. Therefore it is now a legal non-conforming use. The store appears to function as a semi-regional facility, attracting shoppers from a wide area of the City of Toronto and the City of York.



## 3. THE INTENT OF THE PLAN

This section will examine the major planning issues in the Stockyards Industrial District.

### 3.1 VIABILITY OF INDUSTRY

As indicated in the previous section, industry in the Stockyards Industrial District is stable and most firms are generally satisfied with their location. In fact, industries such as the meat packers and the Ontario Stockyards would have a difficult time relocating anywhere else in the vicinity of Metropolitan Toronto. The recent confirmation, by the Ontario Government, that there is no intention to relocate the Stockyards is an essential factor in the continued stability of the area's industry. The availability of a varied workforce, good transportation corridors, and the large size of the industrial district which reduces the possibility of infringing on other uses, make it a unique location for industry in general, and heavy industry, in particular.

In recent years, competition by higher paying uses for industrial land has been an important factor in the decline of industry in other parts of the city. It is anticipated that the introduction of exclusive industrial Official Plan and Zoning categories will help this problem. A special by-law was passed by City Council in June of 1977 to prohibit commercial and residential uses on industrially zoned land within the area so that industrial land would be protected from competition from commercial uses until the Part II Official Plan and revised zoning were in place.

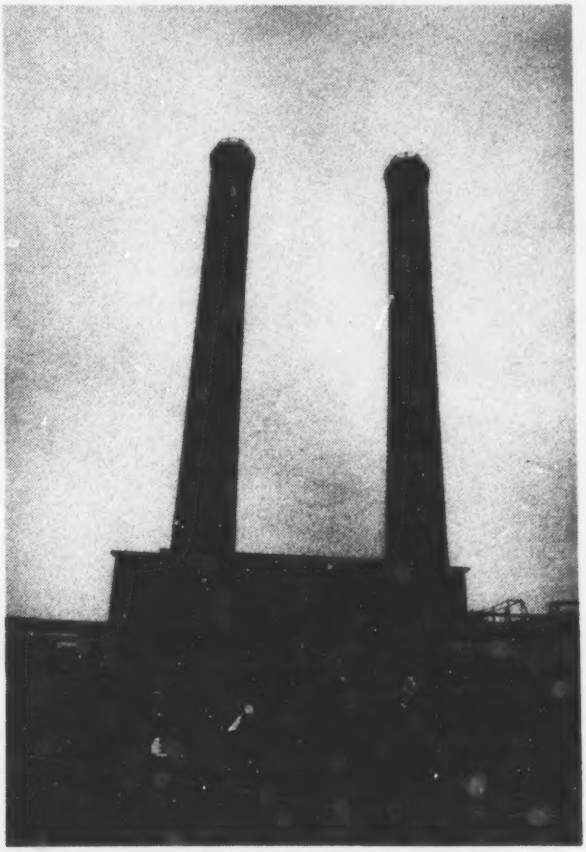
Industrial land is not as expensive as land used for commercial or residential purposes and industry is distinctively at a disadvantage when trying to compete with these potentially more lucrative land uses. In allowing new commercial or residential uses to enter the Stockyards Industrial District, not only would there be a loss of industrial land, but these land uses would put both real and psychological pressures on existing industry, in terms of undermining the traditional stability of the area. Perhaps the most significant of these pressures is the possibility that the new, non-industrial uses might generate a wave of complaints about the operations of industrial firms in the area. Past experience has shown that this is not an unrealistic assumption. Existing industries would tend to lose confidence in their location and not upgrade their facilities.

It is unlikely that new industrial development would locate in the area if it is perceived that its industrial character is beginning to erode. Given the present character of the area and the nature of land holdings found there, it is also unlikely that the area could be converted gradually. Rather, it would be done through large scale development proposals which should be rejected if the Stockyards District is to remain as an industrial area. In this regard, it is noteworthy to recall that City Council, in 1982, approved in principle, the development of the 3.4 hectare (8.46 acres) former Acme Screw and Gear site on the basis of 2/3 industrial and 1/3 commercial. However, this matter, which is the subject of a rezoning application filed by the owners, is still under consideration, and as of October 1983 no final decision had been made by City Council.

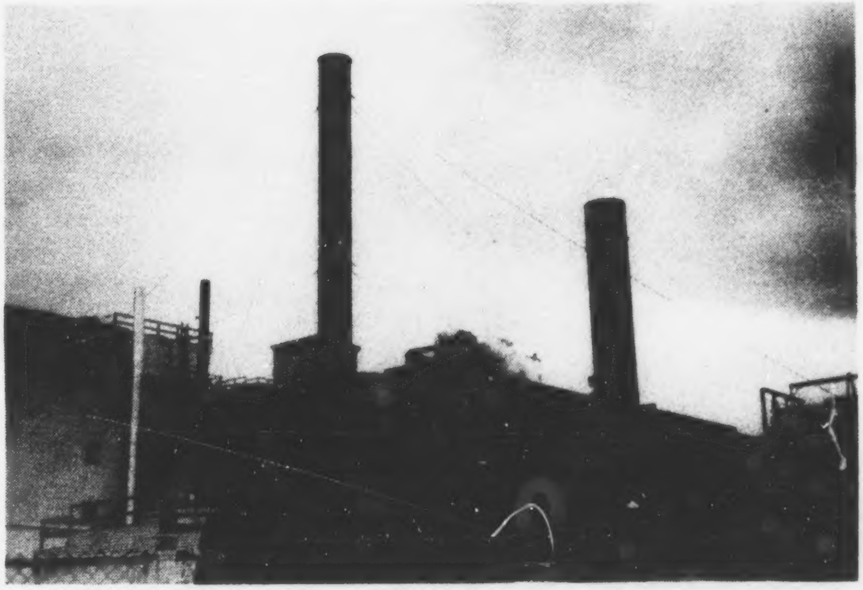
## 3.2 IMPACT OF INDUSTRY ON THE SURROUNDING NEIGHBOURHOODS

The original impetus for the development of the greater Junction industrial area was the location of railway yards; the area took its name from the junction of major rail lines. The arrival of the Ontario Stockyards at the turn of the century firmly established the character of the area. The presence of the Ontario Stockyards and the meat packers was felt for many miles around through the odours which they produced. Workers were attracted by job prospects and soon more factories were built to take advantage of the local work force. As a result, the surrounding residential uses were built to provide accommodation for the area's workers. Today the residential neighbourhoods close to the Stockyards Industrial District are generally composed of working class residents who often work relatively close to their homes. This is a relationship which has endured for over seventy years even though these neighbourhoods are often adversely affected by heavy through traffic and by truck traffic which is servicing local and Metro-wide industry.

The smells from processing of meat by-products are actually improving and, in that sense, the quality of life has improved noticeably in the residential neighbourhoods surrounding the industrial areas. At the same time, the railroad tracks and arterial roads, which form the district's borders, act as natural barriers and boundaries between the industry and the



*The Symes Road incinerator, operated by Metro Toronto, was converted to a waste transfer station in 1977.*



*An edible oils refining plant. The most significant source of pollution is the meat-packing industry, particularly the rendering operations of some plants. Much of the smell is localized, but this depends on wind conditions.*

larger residential areas beyond. Aside from the meat packing smells, the most significant source of pollution in terms of noise and dustfall is caused by the very heavy truck traffic passing through the area. According to the Ministry of the Environment, the levels of particulate matter in the air did not decrease when 50% of the Metro Incinerator's facilities on Symes Road were shut down for a period of approximately three months in 1977, in order to convert it to a waste transfer station. This underlines the point that the problem of particulates is area-wide and not local. In conclusion, this report is based principally on the recognition that the Stockyards Industrial District is uniquely suited for the range of industries which are located there, and should therefore be reaffirmed as such, subject to environmental considerations.

## 3.3 THE NEED FOR HEAVY INDUSTRIAL AREA

As has repeatedly been emphasized throughout this report, the Stockyards Industrial District can be distinguished from all other industrial districts in the City by a number of obvious characteristics: its historic development, the Ontario Stockyards, the meat-packing industry, a concentration of heavy industrial uses such as scrap yards, railway yards, etc. All told, these features represent a unique concentration of heavy industry, rivalled by perhaps only the Port Industrial District within the City of Toronto, and few other areas within the Metropolitan and nearby areas.

In developing its industrial policies, the City published a report entitled Primary Recycling and Bulk Storage Industries: Policy Proposals, in 1977, which argued that areas must be found where heavy, unpleasant, unsightly industrial processes could be carried out. Most people would also feel that these areas should not be located anywhere near their place of residence. However, if these firms are to be permitted to locate somewhere they will inevitably have an impact on nearby areas. If these areas include housing, the impact will be felt by people living in those houses. In selecting districts in which to locate such industries, therefore, it would seem important to minimize the impact on surrounding areas and to segregate these areas as much as possible from nearby housing developments.

The intent of this Plan is first and foremost to preserve this area for the location of heavy industry, having regard, of course, for its physical context, i.e., the fact that it is located within a developed urban area. There are many factors which lead to the position put forward in this report. The major arguments are summarized below:

a) History - the fact that this area was first developed as the centre of the meat-packing industry for Ontario, aided by the intersection of two major railway lines, has an important bearing on what might happen here in the future. To dramatically alter the way that the area developed up to this point would be an unrealistic, or impossible, task. Historical development is therefore a determining factor in the area's future.

b) Land Use Segregation - The Stockyards Industrial District has a number of natural and man-made barriers which separate it from adjoining neighbourhoods. Major railway lines, busy arterial roadways and a natural ravine isolate the industrial developments in the area from other uses. Furthermore the heaviest meat packing and scrap metal industries are further segregated or buffered by strips of less heavy industrial development. This is an important concept to recognize, and will resurface throughout the Plan. While the major residential areas located beyond the study area are affected by the smells, depending on day-to-day wind and other climatic conditions, they are essentially buffered from any seriously negative effects of the area.

c) Linkages - The industry located in the Stockyards Industrial District is inter-dependent, perhaps more so than any other area in the City. The stockyards, meat processing plants, rendering plants, trucking companies, farm implement wholesalers and other food related industries all thrive on their proximity to one another. In fact, because of the nature of the meat packing industry, and the unwielding nature of the raw materials and by-products, proximity to each other appears to be essential to the continued existence of the industry. For example, within a 0.5 kilometre radius of the Keele-St. Clair intersection, there are 17 firms in the meat packing or related business. The City's industrial policy can only be successfully put into practice if the importance of maintaining and encouraging industrial areas which are inter-dependent, is recognized.

d) Impact on Residential Areas - As has been stated previously, the Stockyards Industrial District contains only very small pockets of housing, some of which appear to be less than desirable as residential areas. However, very few of the houses are directly affected in any severity by the heavy industry located in the district. Over 90 per cent of the land area is used for industry. The residential population living within the area is less than 1,900, interspersed in at least six isolated areas. Therefore the impact of this industrial core on residential uses is of minimal significance in the development of this Plan. Of course, proper consideration must be given to environmental concerns, which are discussed in Sections 3.4 and 3.5.

The results of the Ministry of the Environment's study on particulate matter in the air show that air quality in the study area is not significantly worse than other parts of the City. The level of particulate matter is slightly above the City average. However, it appears that this is a function of heavy truck and train traffic, which is not expected to decrease. It is also truck traffic and railway operations which appear to be the main sources of noise pollution.

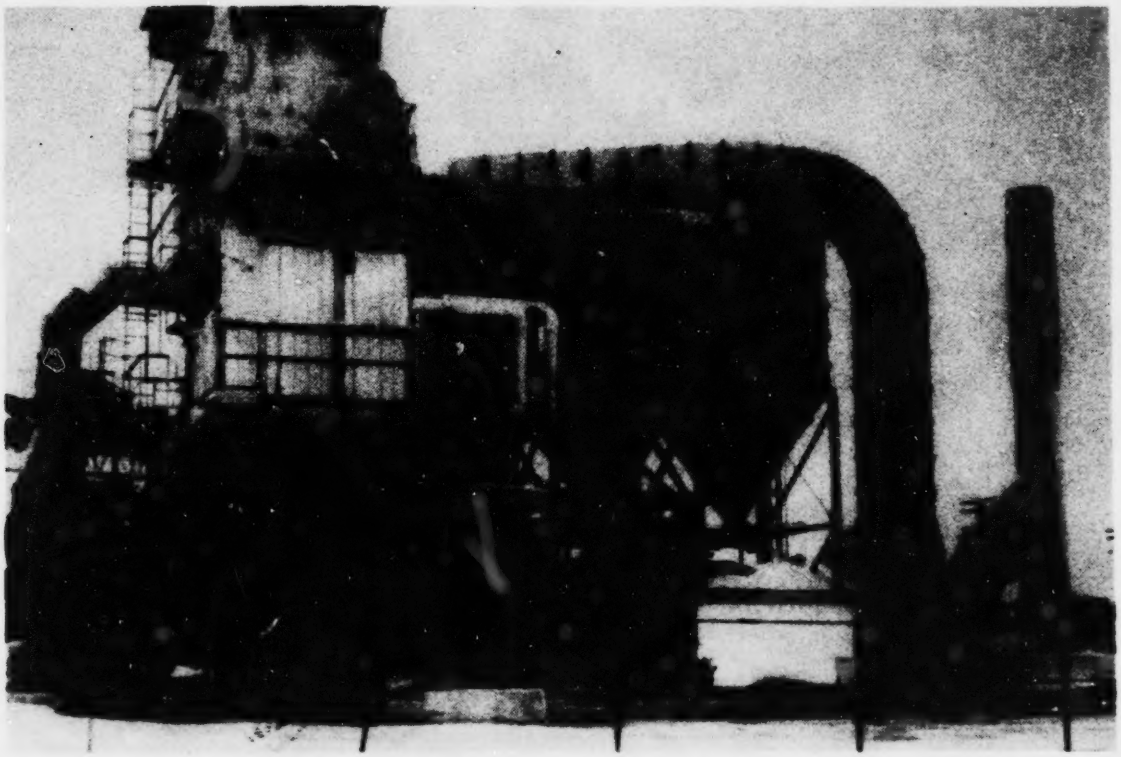
It is apparent that many "preventative" actions to improve environmental conditions could be taken. The effects of some of the industrial activities in the Stockyards District could be improved significantly. For example, solid fencing could screen certain undesirable conditions. Improvements to the appearance of older buildings would go a long way towards improving the image of industry held by the public. Unkept parking lots should be properly maintained. Wherever feasible, buffering should be considered, through landscaping or other means. A tour of the area would make these suggestions very obvious.

While there is nothing inherently wrong with the apperance of the industries in the Stockyards District, the public has been conditioned to expect industrial uses to look like well-manicured suburban industrial parks. To establish a suburban industrial park in the Stockyards District would be an impossible task, hence there is no point in attempting to create such an environment. A more realistic objective of improving the visual quality of the area, however, could succeed. In this regard, ways in which both private and public space in the area could be improved in appearance should be identified, particularly parks and perhaps services for employees.

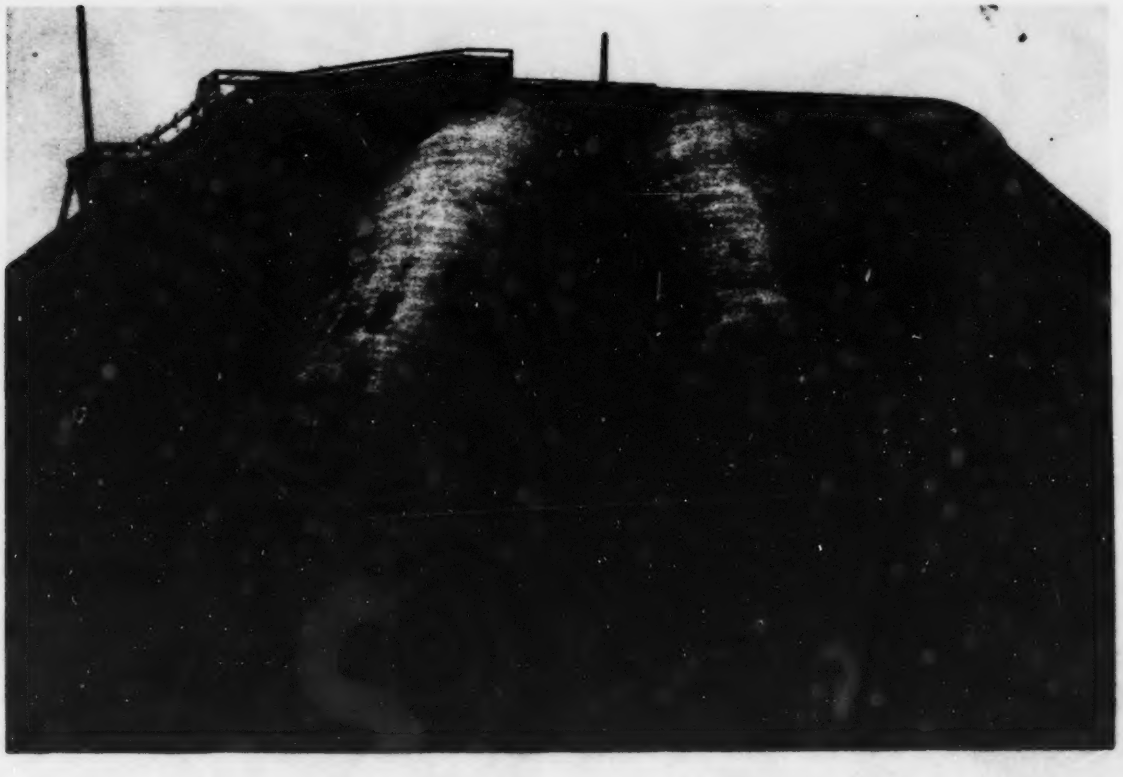
The most important area of "preventative" action that could be taken would consist in enclosing certain aspects of the meat packing and related operations. For example, in some cases bones or portions of animal carcasses are stored temporarily outdoors. In other cases, by-products are loaded outdoors. Of course, this greatly increases odours, particularly in the summer months. It would be relatively simple in most cases to enclose these operations, and in fact, it has been suggested that appropriate legislation should be introduced. Other solutions lie in the installation of certain pollution control equipment.

## 3.4 PROTECTION OF THE ENVIRONMENT - GENERAL

Traditionally little attention has been given to questions of pollution caused by industries in the Stockyards District. It has been generally accepted that, in an industrial core of such magnitude and diversity, it is not unusual to expect significant levels of pollution. The smell from the meat packing and related operations has been the dominant feature of the area. Although unpleasant, it has generally been accepted as "normal", especially since it is not a form of toxic pollution such as is



*"... the Stockyards Industrial District can be distinguished from all other industrial districts in the City by a number of obvious characteristics: the Ontario Stockyards, the meat-packing industry, a unique concentration of heavy industry ... rivalled by perhaps only the Port Industrial District ..."*



produced by lead and chemical plants in other areas of the City. Moreover, industrial development preceded residential development, and the residential communities were developed around the Stockyards area; many residents were also employed by the firms in the area. Not surpringly environmental quality was not a community issue.

By the 1970's, however, the quality of the environment had become a priority concern in most Canadian urban centres. As a result of this newly-found ecological awareness, land use conflicts became common issues of debate in many centres. These conflicts - resulting from the location of industry and housing adjacent or in proximity of each other - focussed usually on the detrimental effects of industrial operations to an urban area. Where previously very little attention had been shown by the government, the Province established the Ministry of the Environment in 1971.

Since that time in the City of Toronto, numerous pollution abatement measures have been voluntarily undertaken by industry; sometimes action was taken reluctantly or under orders from the Environment Ministry. Some firms have been prosecuted for failure to comply with certain orders. These land use conflicts have been highlighted in the media, sometimes not very objectively. As a result, most industries have come to view environmental improvements as direct threats to their long term viability.

It is important to place the above in perspective. The perception that the long-term viability of a given industrial use, or simply one of the operations within such a plant, is threatened by too great a concern over the environment, is erroneous. Experience has shown, in numerous documented cases, that environmental constraint on industry does not, by itself, cause the demise of the industry. The largest firms that have moved out of the west end of the City in the past five years have done so for other reasons - reasons related to wider economic issues, distribution, internal company plans, etc.

This Plan supports the view that environmental considerations have resulted in improvements which ensure the peaceful co-existence of industry and housing. It is significant to note that, when industry first established itself in the west end of the City, it located "outside town", well beyond the built-up areas of that time. This is especially true of the Stockyards Industrial District. However, industry is now encircled by a fully developed urban centre, with a highly mobile population, and which is not as dependent on its local area for employment or services. Therefore, industry can no longer expect to be able to function without regard for the environment.

## 3.5 ENVIRONMENTAL CONSIDERATIONS IN THE STOCKYARDS DISTRICT

Of all the fierce land use conflicts that have been publicized in the City of Toronto in recent years, none has involved firms located within the Stockyards District. In fact, the Ministry of the Environment has, to date, issued a "control order" to only one firm - a rendering plant. The type of pollution experienced in the Junction Triangle, for example, simply does not occur in the Stockyards District. Supporting this view is a 1977 ministry study on environmental quality in the greater Junction area. The study showed that, local industrial sources contributed insignificant amounts of SO2 (sulphur dioxide) to the atmosphere, and that if industrial land were converted to other uses, the degree of improvement of air quality (not smell!) would be minimal.

This report recognizes that industry and government have an obligation to improve and protect the environment. Therefore, it is proposed that the Ministry of Environment be formally requested to conduct a study of ways of improving the environment in the Stockyards District, in consultation with industry and City officials (see Recommendation 9.1). In this regard it is noted that the City is currently implementing a programme of improvements of publicly-owned property within the Stockyards District. It is worth considering the establishment of a committee composed of industry, government, and other interests to discuss environmental concerns and to prevent problems before they become problems (see Recommendation 9.2).

## 3.6 TRAFFIC - GENERAL

Generally speaking, traffic circulation in and around the Stockyards District is not a problem. In the 1976 survey, 75% of the area firms stated that traffic was not a problem while 80% indicated that access to expressways was good. Since that time, of course, some important improvements have been undertaken.

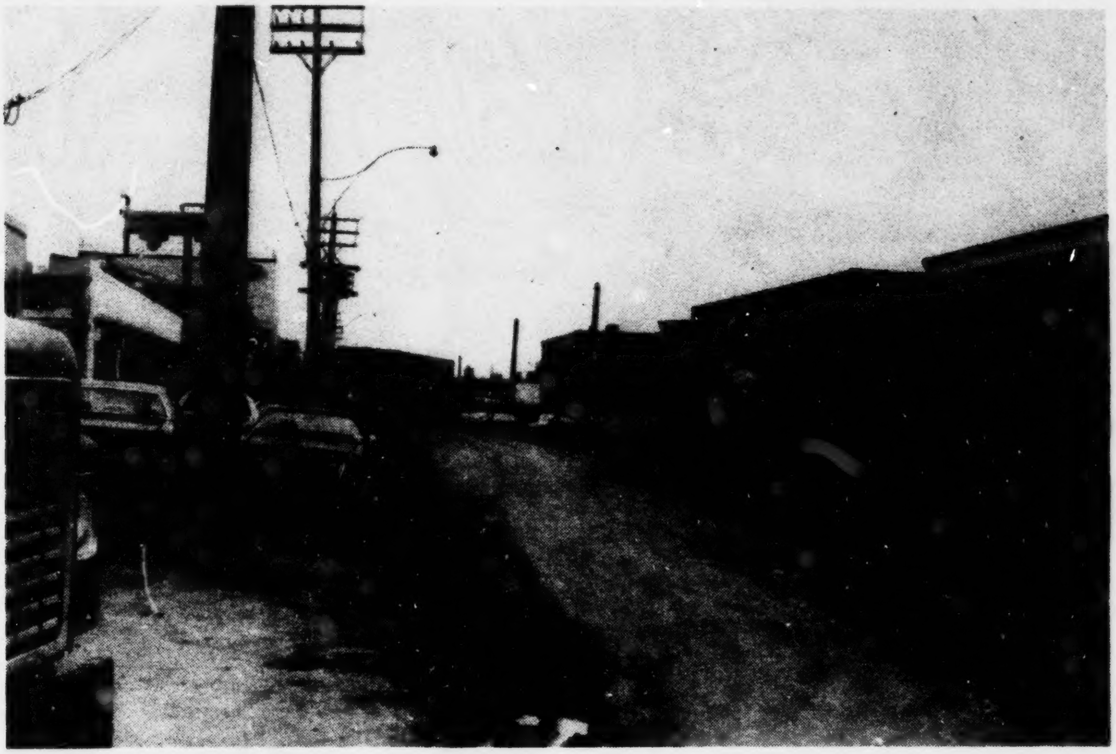
In October 1982, the final leg of Black Creek Drive was opened. Originally planned as an expressway extension of Highway 400, it was eventually built as an "arterial road". It provides a direct link between Highways 400 and 401 and Weston Road. However, it is not an arterial road in the usual sense, since it only intersects other arterial roads or local industrial roads. Functioning as a highway with signalized intersections, it provides a direct and fast access between Weston Road and Highways 400 and 401. Weston Road, itself, has been widened and improved from Black Creek Drive to St. Clair Avenue. The intersection of Keele and St. Clair has been widened, with left turns provided on Keele Street. Keele Street has also been widened south of St. Clair, in front of the Stockyards' principal entrance, in order to facilitate access and turning maneuvres of large trailers.

The redesign of Weston Road and of the Keele-St. Clair intersection has necessitated the relocation of the TTC loop one block to the west on Maybank and St. Clair. This, no doubt, improves traffic flows at the Keele-St. Clair intersection, and provides better access to employees in the meat packing sector who use public transit. In order to provide better truck access to the meatpacking industries north of St. Clair, Maybank Avenue was also extended easterly, intersecting Weston Road. Therefore, truck traffic from the north that is destined for the old section of Maybank, Glen Scarlett, or Symes no longer has to use the Keele-St. Clair intersection.

All of the above improvements and changes were undertaken as part of the Highway 400 extension project. Originally proposed in the City of Toronto Master Plan of 1943, the Highway 400 Extension was part of a grid network of major expressways. Modified a number of times, the proposed extension was to provide an expressway link in the west end of the City between the Queen Elizabeth Way, the Crosstown (since deleted), and 401 Expressways. Because of the disruption to residential neighbourhoods, the City of Toronto gradually changed its position, and is now opposed to any extension of the Highway 400 unless, according to Part I of the Official Plan, "a thorough study proves that there is "a need for such extension and a suitable alignment thereof."

The major effects of the 400 extension on the area south of St. Clair are in increased volumes of traffic on Keele Street and Old Weston Road-Davenport Road. The Silverthorn Area, north of St. Clair and east of Old Weston Road will also likely experience significant increases in traffic. In order to improve traffic flows, it is possible that new pressure to widen Keele Street south of St. Clair will emerge. However, it is impossible to widen Keele Street without also demolishing many commercial and residential properties, particularly in the vicinity of Dundas Street West. At this location, Keele is already as wide as it can be. Historic buildings are located on three of the four corners. The sidewalks, at the minimum width of 1.8 metres (6 feet), cannot be reduced further in width.

It is clear that the most serious impact of a widened Keele Street would be south of the CPR underpass. This will be discussed in greater detail in forthcoming Part II Official Plan for the Dundas Street West area.



*Glen Scarlett Road has one of the worst traffic congestion problems in the area, due to the heavy volume of truck traffic, poor loading facilities of local firms, and the scarcity of off-street parking for employees.*

*The extension of Maybank Avenue to Weston Road resulted in a major traffic improvement for the meat-packing area. This, and other improvements, such as the widening of Weston Road and the Keele-St. Clair intersection, and the relocation of the St. Clair TTC loop were undertaken as part of the Black Creek*

## 3.7 OLD WESTON ROAD BRIDGE

A bridge was first built over the railway lines at Old Weston Road in 1911. Replaced and repaired several times, it was gradually allowed to deteriorate. By July, 1972, it was deemed unsafe, and was closed to vehicular traffic. The bridge continued to be used by pedestrians. The intention was to replace the bridge with a modern structure as soon as possible. However, no action had been taken by July, 1981, and it was dismantled in order to accommodate the installation of a third track by the CPR.

The following summary is taken from a report entitled Reconstruction of the Old Weston Road Bridge, April 2, 1981, by the Commissioner of Planning and Development:

> "Since it was closed to vehicular traffic in 1972, the future of the Old Weston Road bridge has been uncertain, due to the fact that the future plans of the C.P.R., which would affect the design of a new bridge, were not known. Finally, in 1977 Metropolitan Toronto Council approved the construction of a vehicular and pedestrian bridge. In 1978, an application for authority to proceed with the project and for federal funding, was made to the Canadian Transport Commission. In 1980, the Canadian Transport Commission advised Metropolitan Toronto that the vehicular bridge would not be receiving federal funding under the Urban Transportation Assistance Programme (UTAP), but that a pedestrian bridge would be eligible for funding.
>
> The Metropolitan Transportation Committee subsequently recommended that the proposed vehicular bridge be abandoned, the existing structure be demolished and replaced with a pedestrian bridge, and that Old Weston Road south of St. Clair Avenue be reverted to the City's jurisdiction.
>
> It would appear that the most significant physical impact that would result from the construction of the proposed vehicular bridge would be the permanent closure of Hook Avenue at Old Weston Road. Alternative access from Dundas Street would be maintained. Residents from Hook Avenue have indicated that this would not be a major problem. Although physical access to some industrial firms will be affected, in each case, a solution is feasible. Therefore, no local industries would be forced to relocate, which is consistent with Council's policy, as expressed in a motion passed in 1977.
>
> With respect to local access, it appears that reconstruction of the bridge would generally be of benefit. It can be expected that congestion at the Keele-Dundas intersection would be alleviated. Also, traffic on Osler Street, in

particular heavy truck traffic, would be reduced. The same would appear to hold true for Davenport Road and Symington Avenue. The rebuilding of the Old Weston Road bridge would make the closing of Osler Street to vehicular traffic a worthwhile consideration. This would be consistent with a motion approved by the Committee on Public Works in 1977, to the effect that no action be taken on a pedestrian grade separation and the closing of Osler Street until the Old Weston Road bridge is reopened to vehicular traffic.

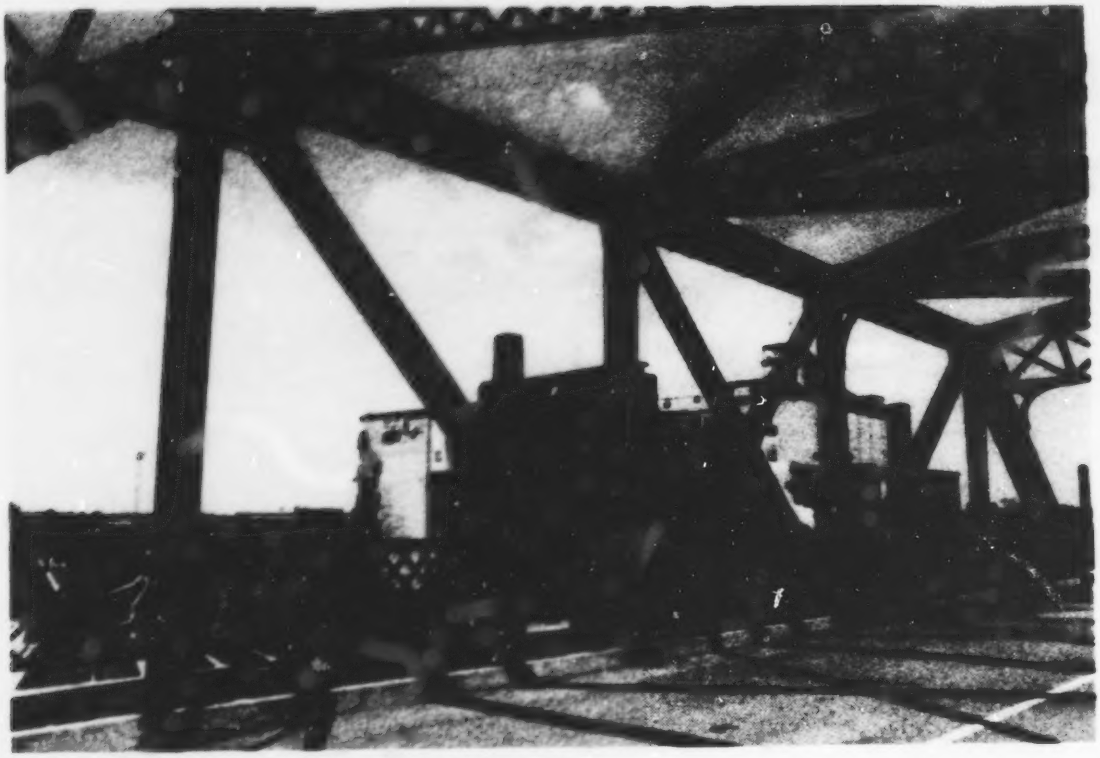
After the Highway 400 extension is opened in 1981, it can be expected that traffic volumes in the area will increase. The rebuilding of the Old Weston Road bridge will provide an alternative route, especially for through traffic and truck traffic. It would be important to monitor the impact of the 400 extension. In its decision, the C.T.C. did not take into account the potential impact of the 400 extension nor the saturation levels of traffic on nearby streets and consequent adverse effects on the area.

An important consideration in the rebuilding of the bridge is the CN-CP level crossing on Old Weston Road north of Junction Road. On peak days, a total of 43 trains use this crossing, the majority of which are short local trains and passenger trains. It would not be feasible to construct an overpass to go over this crossing also. This level crossing should not be an impediment to the reconstruction of the bridge. The inconvenience to motorists would appear to be minimal, when compared to the Osler level crossing which is used by 75-100 trains daily. This particular point was discussed at the recent public meeting, where the over-all concensus was that the vehicular bridge should be proceeded with.

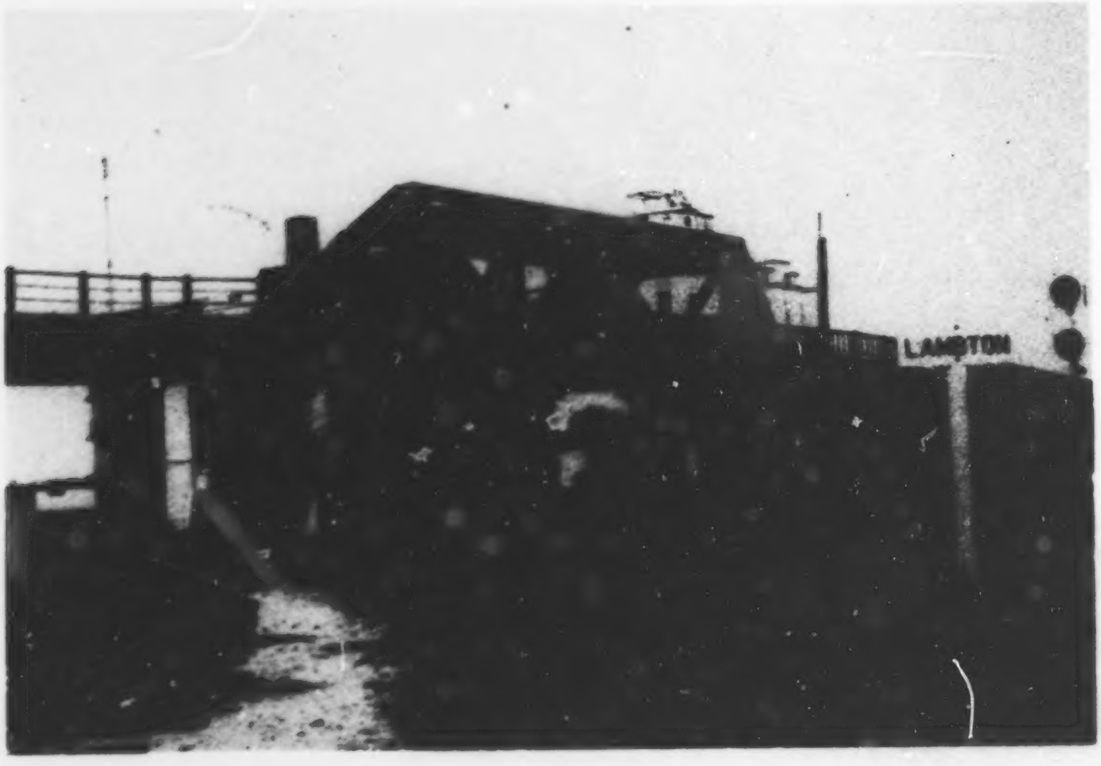
Further, the reconstruction of the Old Weston Road vheicular bridge would be in conformity with the approved Official Plan for Metropolitan Toronto.

In view of the foregoing, the City should continue to pressure vigorously the construction of a vehicular and pedestrian bridge. The Metropolitan Corporation should therefore be requested to reaffirm its original decision to construct such a pedestrian bridge, and should seek a new C.T.C. hearing. Support for the bridge should also be sought from the C.P.R. and from the Minister of Transportation and Communications. The City of Toronto should be consulted in the preparation of any new C.T.C. application, and should also be represented at any future hearing."

Since the approval of the above report by the City of Toronto's City Services Committee, Metropolitan Toronto has not taken any



*The Old Weston Road bridge was closed in 1972 because of its unsafe condition. It was demolished in 1982, in order to accommodate a railway realignment. The issue of its reconstruction, favoured by the City but opposed by Metro, is still unresolved.*



further action and the future of the bridge is as uncertain as it has ever been.

### 3.8 INDUSTRIAL IMPROVEMENT PROGRAMME

In 1977 City Council established the North-West Toronto Industrial Co-ordinating Committee (NWTICC) in order to provide a forum for the interests and concern of industries located in Ward 1 and Ward 3. It is one of three such committees in the City. Industries within the Stockyards Industrial District constitute a substantial proportion of the committee's active membership.

In 1978, the City established the "Industrial Area Improvement Programme" in order to fund a variety of improvements on publicly-owned lands within industrial areas. In 1982, the North-West Toronto Co-Ordinating Committee, through a sub-committee and in consultation with Planning and Development Department staff, developed its own improvement programme and a plan of action for its implementation. The programme, which has been approved by City Council, involves a variety of actions:

- the improvement of traffic signals;
- the paving and/or reconstruction of certain streets and sidewalks;
- a major tree planting programme;
- the improvement of public boulevards along the Ontario Hydro right-of-way;
- review of lighting levels in all industrial streets with improvements where necessary, and;
- the identification of the Stockyards District through historical plaques.

The programme has anticipated the finalization of the Part II Official Plan proposed in this report and is now well underway. While the programme is applicable only to publicly-owned lands, it also suggested that private firms undertake a complimentary programme of improvements especially in view of the fact that in 1984 the city celebrates its sesquicentennial. Although no further actions regarding the approved industrial improvement programme need to be recommended in this report, it would be appropriate to encourage industrial firms in the study area to undertake physical improvements of their properties by making municipal design and other services available to them (see Recommendation 9.4).

## 3.9 FUTURE INDUSTRIAL DEVELOPMENT

One of the most important conclusions that has emerged from the preparation of this report is the potential for a significant amount of industrial redevelopment within the Stockyards Industrial District. There are numerous parcels of land -- some publicly-owned and some privately-owned -- which appear to be vacant, or at least, greatly underutilized. Most of these are used as parking lots, but not in any intense or efficient manner. Some parcels appear to be used for the storage of obsolete equipment. The typical underutilized parcel is part of a larger lot, and may not be readily available for redevelopment by outside concerns. In certain instances, severances would be required. Nevertheless, the potential for the construction of new industrial buildings is significant, with corresponding development options and flexibility available under the proposed zoning.

The City of Toronto contains a number of industrial uses located in areas which are deemed to be marginal or unstable for industry, or even within residential areas. These latter ones, of course, constitute legal non-conforming uses. They often operate under a number of physical constraints, such as obsolete building design, poor or no loading facilities, parking problems, and pressures from area residents. The Stockyards Industrial District would be able to accomodate some of these uses, and the City should embark on an appropriate plan of action in this regard. This would accomplish a number of things. It would strengthen and consolidate the Stockyards District as a viable and stable industrial area for the long-term. Employment and tax assessment which one day would almost certainly be lost to the City, would instead be preserved. At the same time, once vacant, those industrial sites in residential areas or marginal industrial areas would become available for redevelopment as housing or other uses in keeping with planning and goals in those areas. Moreover, such actions would be consistent with recent economic development strategies and policies, particularly as outlined in the recent Report on the Stockyards, Meat Packing and Related Industries in the Stockyards Industrial District (see Recommendation 9.5).

## 4. PROPOSED NEIGHBOURHOOD PLAN

### 4.1 THE HEAVY INDUSTRIAL AREA

As noted earlier in this report, the vast majority of lands within the Stockyards Industrial District is designated as an "Area of Industry" in the City's Part I Official Plan. In essence this is a "geralized" designation and it is proposed to be replaced by three other Official Plan designations: "Heavy Industrial Area", "General Industrial Area", and "Restricted Industrial Area" (see Map A). In addition to reflecting more accurately the study area's land use patterns, these latter three designations enable Official Plan policies to have a relatively high level of detail and to take into account considerations of a very local nature.

The Heavy Industrial Area designation is proposed for much of the study area: from the City limits in the north to West Toronto Street in the south, and from Symes Road in the west to Union Street in the east (see Map A). Within its boundaries are included the Ontario Stockyards lands, the meat packing complex, major railway operations, builders' supply firms, rendering plants, a municipal waste transfer station, scrap yards, and other heavy industries interspersed throughout the area. The proposed Heavy Industrial Area would be buffered from residential areas by significant tracts of industrial land designated as "General Industrial Area", where less heavy industrial uses can be permitted, or by major natural and historic boundaries such as a ravine, on the north, and a major park and railway yard on the south. The method and directions used in developing this plan are self-evident: the recognition and re-affirmation of the only remaining Heavy Industrial Area in the City (along with the Port Industrial District), while effecting a complete isolation of this same area by surrounding it with buffer zones composed of lighter industries and non-industrial uses. In this way, potentially adverse effects on the surrounding communities are minimized or prevented.

In the Official Plan, Heavy Industrial Areas are regarded as areas which are not located in proximity to residential or commercial areas and which contain a range of industrial uses, including those primary and other industries involved in the processing, recycling or storage of raw and other materials, which may have a detrimental environmental effect on other industries and other uses. The need for a city location will be taken into consideration in deciding whether an industry which may have a detrimental effect on other uses will be allowed.

When the principle of having a heavy industrial zone in the Official Plan was first introduced, in the mid 1970's, it was felt that since land set aside for these purposes was very scarce in the City, these zones should therefore permit only heavy industrial uses, to the exclusion of other lighter uses. The appropriate zoning category was I.4, a use district permitting the heaviest industrial uses in the City, but no other uses. In theory it was felt that if lighter industrial uses were to be permitted, such as those classified as I.2 or I.3, then the amount of land reserved for heavy industrial uses would continue to decrease, to the point where little or insignificant amounts of such land would remain. In this regard, it should be noted that during the period 1976-1983, the greatest pressure on heavy or semi-heavy industrial areas in the west end of the City has not been from lighter industrial uses, but from commercial retail uses such as major supermarkets and furniture stores. A further consideration was a concern that some lighter industrial processes, particularly those related to the food processing industry might be environmentally incompatible with heavy industry such as scrap yards and chemical plants. This concern, however, does not appear particularly relevant for the purposes of a land use report such as this, in light of the regulatory responsibilities of other government bodies such as Agriculture Canada or the Public Health Department.

This report contends that the extent of industrial exclusivity in land use regulation that is described above would not promote the most optimal industrial land development process in the study area. The only type of exclusivity that is important in the study area is the exclusion of commercial uses from industrial zones. The only development pressure, in fact, has been from retail uses, not lighter industrial uses.

The type of zoning exclusivity that was originally intended for Heavy Industrial Areas, by zoning them I.4, appears neither practical in the short-term nor realistic in the long term for the Stockyards Industrial District. For example, a significant number of firms already located there are not classified as I.4 uses, but as I.3 uses. Indeed, a few are I.2 uses. If these were zoned I.4, as per the existing I.4 provisions in the Zoning By-law, they would all become legal non-conforming uses.

*The proposed "Heavy Industrial Area" designation in the Official Plan, covers the largest area (80 hectares/200 acres) of the Stockyards Industrial District and includes the meat-packing complex, the stockyards, railway lands, scrapyards, builders' supply firms, and other heavy uses. The plan essentially reaffirms the existing situation.*

***In the Zoning By-Law, the "Heavy Industrial Area" will be zoned I4 D7, which will permit all classes of industrial buildings, including those uses classified as I.1, I.2 or I.3. The maximum gross floor area will be limited to 7 times the area of the lot.***

Furthermore, it would not appear be be appropriate to restrict the future development of vacant parcels of land only for heavy industrial purposes. For example, the only major change of use in recent years within the proposed I.4 district was from a truck repair and sales business to a lumber yard with an accessory retail outlet.

It is therefore recommended that all lands within the proposed Heavy Industrial Area be zoned I.4, with a provision to revise the list of uses permitted in the current I.4 district to adequately reflect the study area's local characteristics. In effect, this would result in permitting, within the proposed I.4 district, all industrial uses classified as I.1, I.2, or I.3.

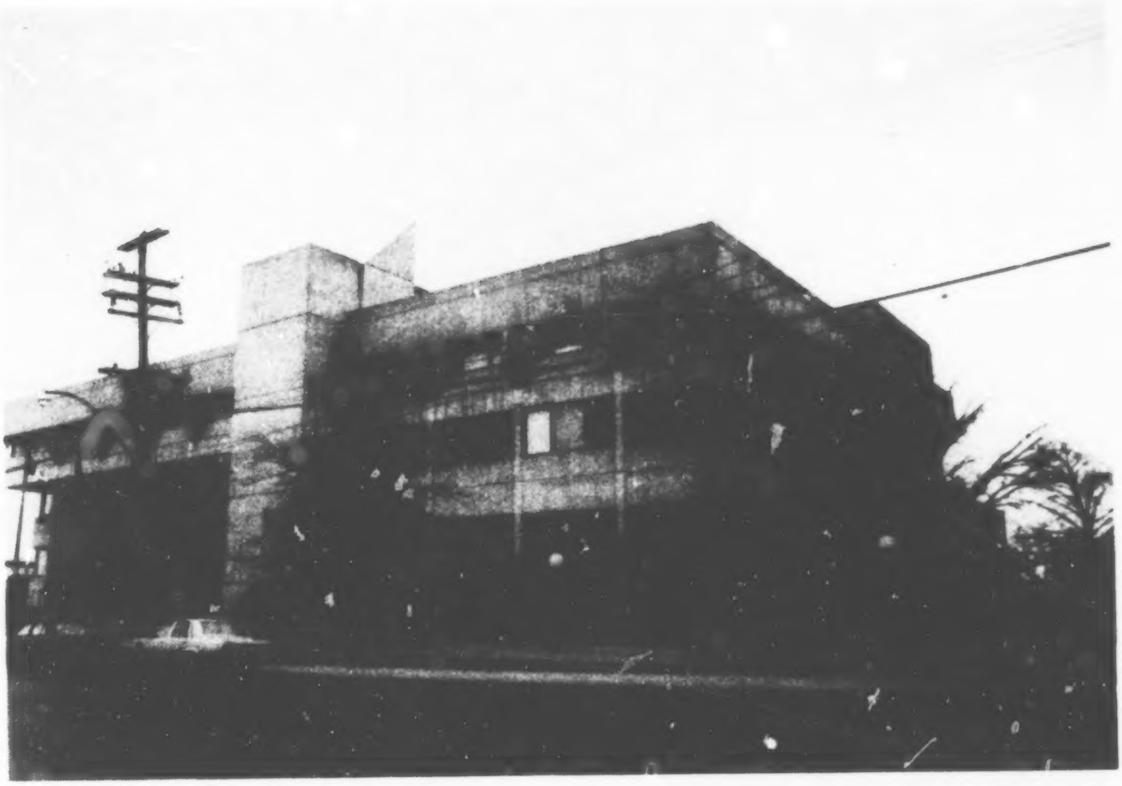
It is proposed that the gross floor area of buildings, as-of-right, be up to a maximum of 7.0 times the area of the lot. This is the same as in the current zoning. It is also the maximum permissible, under the Official Plan, for the Heavy Industrial Area. Since the current density of buildings ranges from less than 1x to 3x, the proposed 7x density is not a major concern. There would be adequate flexibility for expansion opportunities. The goal is to permit the greatest amount of leeway for future industrial development, without the need for applications to the Committee of Adjustment for minor variances, or, indeed, for rezoning applications. Given the 7x times density, and the absence of any concerns related to the impact of buildings, a height limit would be superfluous. Therefore, none is proposed within the Heavy Industrial Area.

### 4.1.1 THE ONTARIO STOCKYARDS

The Ontario Stockyards occupy a 15-hectare (37 acres) site on the south side of St. Clair Avenue and west side of Keele Street. Located there since 1903, they are owned by the Provincial Government and operated by an appointed Board of Directors, as set out in the Stock-Yards Act of 1944. When the stockyards were first established, then at the outskirts of the city, cattle was brought on foot or by rail. Today over 85% of all livestock is brought by tractor-trailer, the rest by rail.

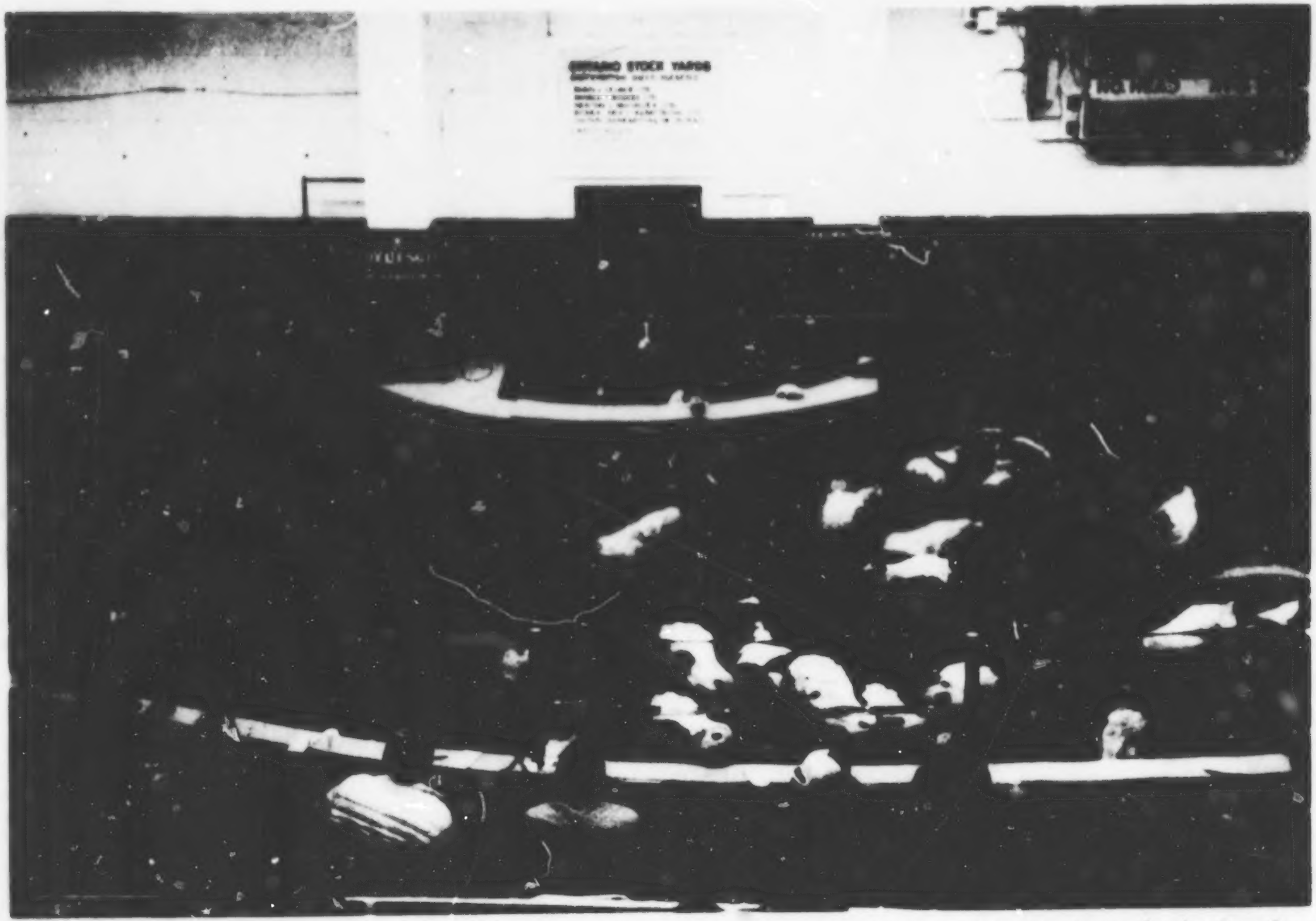
The Ontario Stockyards is today the largest public stockyard in Canada. It is a barometer to the trade, and its price movements and pattern is monitored by the rest of the cattle industry across the country. Approximately 85% to 90% of all livestock production in Ontario is within a 250-kilometre (154 miles) radius of Toronto.

In 1980, the Stockyards handled some 404,475 slaughter cattle, 55,922 slaughter calves, and 78,439 sheep and lambs, or 42%, 43%, and 87%, respectively, of the total Ontario production. In addition, the yards also marketed some 83,000 feeder cattle, 54,000 feeder calves, and 345,000 hogs. The Stockyards have the



*The Ontario Stockyards' headquarters on Keele Street, where cattle yards have been located since 1903, then at the outskirts of the City. The yards occupy a 15 hectare (37 acres) site, and are owned by the Provincial government.*

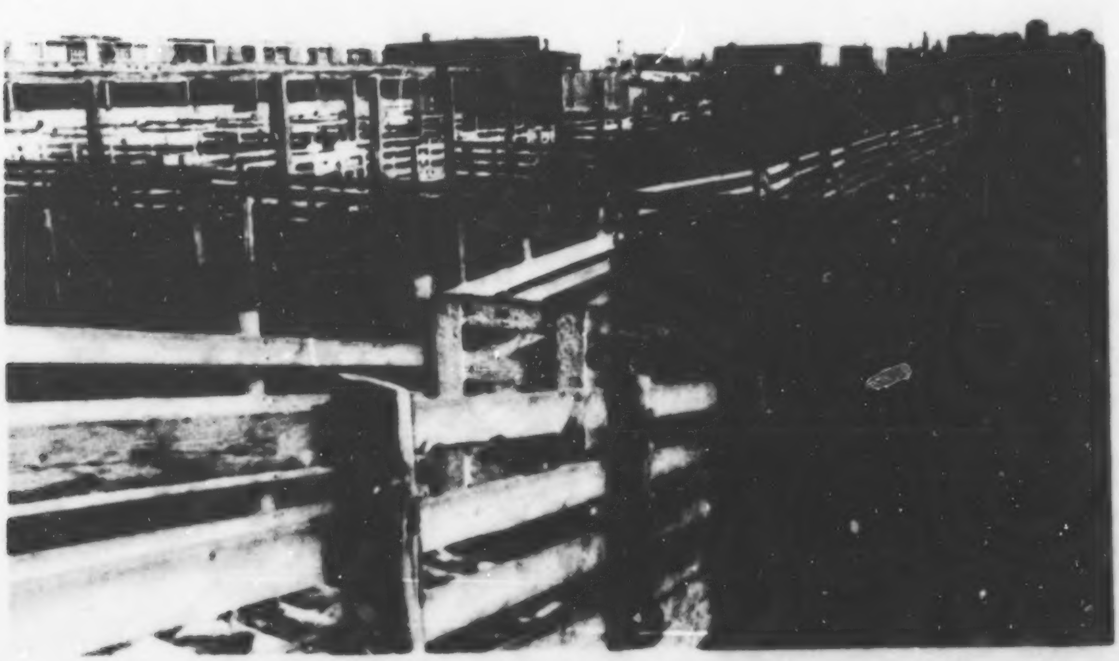
IMITED. HORSE


ONTARIO STOCK YARDS

*The daily auction at the Ontario Stockyards, which is the largest of the 9 livestock yards in Canada, and the largest 5 days per week market in North America.*

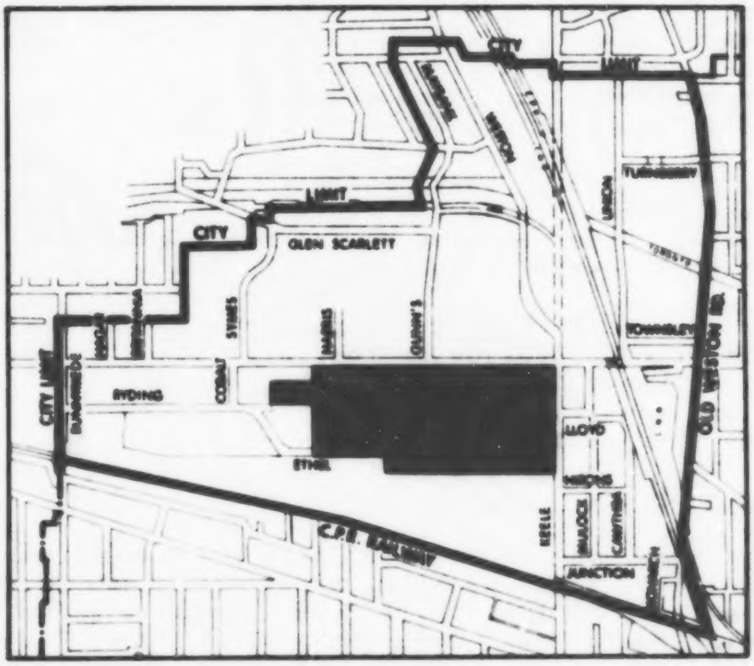
ONTARIO
PORK
PRODUCERS
MARKETING YARD

*The Stockyards are large: they handle about one-half of all livestock sold in Ontario, or over one million head annually. This includes slaughter cattle and calves, feeder cattle and calves, sheep and lambs, and hogs. Hogs are marketed through the Ontario Pork Producers Marketing Board, which has 40 such yards across Ontario.*



facilities sufficient for 150,000 cattle, 10,000 hogs, and 10,000 sheep and lambs at one time.

The magnitude of the Stockyards operation is such that the appropriateness of having stockyards in an urban area, albeit an industrial area, has been questioned. In 1980, the Provincial Government commissioned a study of the Ontario Stockyards" and its relationship to the surrounding meat packing complex and probable costs and consequences of relocating the yards." The study was carried out by Kelljair Consultants, and published in July, 1981. It is attached to this report as Appendix D.


CITY
LIMIT
LIMIT
CITY
GLEN SCARLETT
WESTON
UNION
TURNBERRY
TOWNSLEY
OLD WESTON RD.
CITY LIMIT
RYDING
COBALT
SYMES
HARRIS
QUINN'S
ETHEL
LLOYD
NEVONS
KEELE
CAWTHRA
JUNCTION
C.P.R. RAILWAY

The study found that the surrounding meat packing complex, consisting of 17 firms, purchases 75-80% of the slaughter cattle, 95% of the slaughter calves, and 95% of the sheep and lambs marketed by the Ontario Stockyards. These statistics are more astounding if it is considered that all of these firms are within walking distance of the stockyards. The study's most salient finding is summarized in the following statement:

> "BECAUSE OF THE CLOSE INTEGRATION OF THE STOCKYARD ACTIVITIES WITH THOSE OF THE NEARBY MEAT PACKING COMPLEX, THE TWO SHOULD BE VIEWED AS ONE SYSTEM. ONE COMPONENT OF THE SYSTEM CANNOT EXIST VIABLY WITHOUT THE OTHER. IT IS IMPOSSIBLE TO MOVE THE STOCKYARDS FROM THEIR PRESENT LOCATION WITHOUT SERIOUSLY HARMING THE MEAT PACKING COMPLEX."

The study also estimated that it would cost $10-15 million to relocate the stockyards, and $300-350 million to relocate the meat packing complex. About 5,000 jobs would be lost for Toronto. The study recommended, among other things, that the stockyards and the meat packing complex be left in their present location. As a final statement, the study stated as follows:

> "We believe it is important the Ontario Government act on these recommendations immediately. The uncertainty about the future of the stockyards is delaying companies in the meat packing complex from going ahead with their plans to upgrade their facilities. We believe there is no need for further studies. The basic issues and alternatives are clear. The costs and dangers of not acting immediately are severe. Continued uncertainty may harm the meat packing industry to the point where it may be unable to recover."

On January 11, 1982, the Minister of Agriculture and Food removed any uncertainty on the future of the Stockyards by declaring that "the Stockyards and the packing houses will be retained at their existing location."

This report is, of course, cognizant of, and re-affirms the above statement by proposing appropriate planning regulations. These are a "Heavy Industrial Area" designation in the Part II Official Plan, and I.4 D.7 zoning, the details of which are described in the previous section.

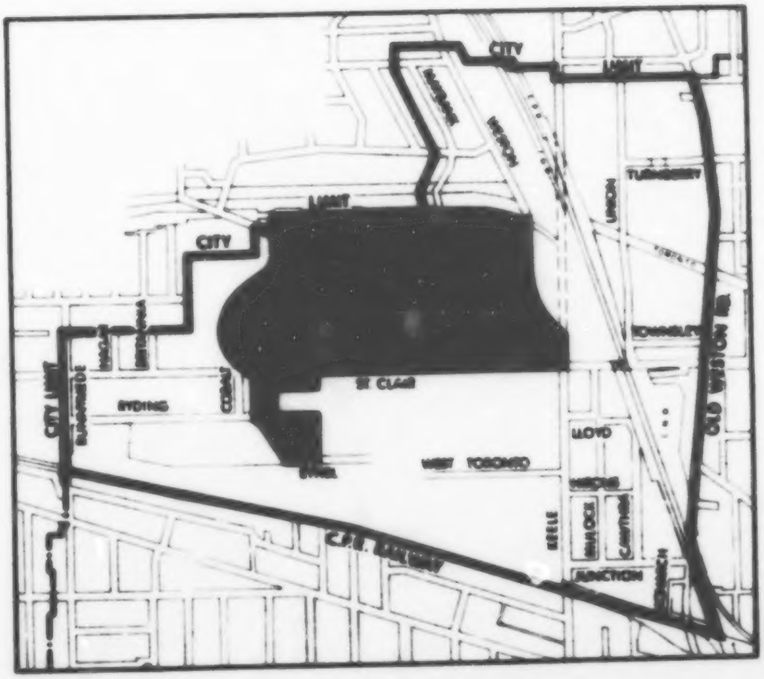
### 4.1.2 THE MEAT PACKING COMPLEX

The proposed "Heavy Industrial Area" includes the largest concentration of meat packing firms in the province. As mentioned earlier, in 1981 there were 17 meat packing firms, all of them located in the immediate vicinity of the Ontario Stockyards. In addition, there were the following 10 non-meat packing but related firms: a poultry packing plant, two hide dealers, a bone and tallow processing plant, two edible oil processing plants, a feather and down plant, a fatty acid plant, a pet foods plant, and a rendering plant. Within the area commonly referred to as the "meat packing complex", which is some 40 hectares (100 acres) in size (excluding the Ontario Stockyards), there are only four uses which are not related to meat packing or associated uses: a municipal garbage transfer station, a chemical plant, a metal drum refurbishing plant, and an automobile pound.

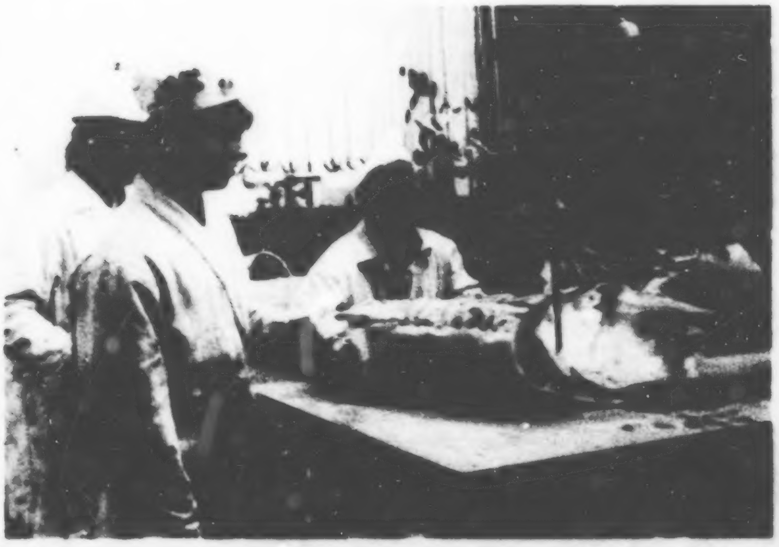
Collectively, the meat packing industry employs some 4,000 people, or 83% of the total industrial employment of the Stockyards Industrial District. The seventeen meat packers use approximately 8 to 9 million gallons of water daily, an amount equivalent to the daily requirements of a city with a population of 100,000 to 220,000 people. The industry also produces some 170,000 to 180,000 pounds of treatable waste material daily, the equivalent generated by a city with a population of 250,000 to 300,000. All of the waste material is disposed of through the municipal sewer system. The importance of the meat packing complex to the local economy is best highlighted by the fact that it handles 55% of the cattle kill, 90% of the calf kill, 80% of the sheep and lamb kill, and 35% of the hog kill in the province of Ontario. All of it takes place within walking distance of the Stockyards.

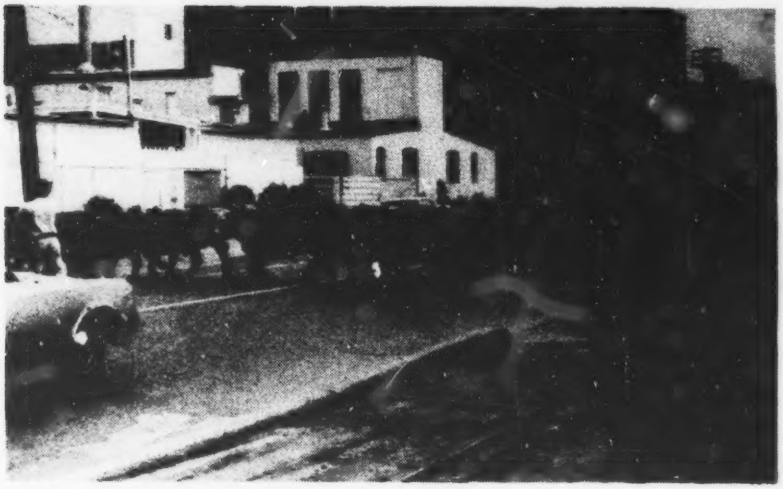
The dominant firm in the meat packing complex is Canada Packers. Occupying an area of 16 hectares (40 acres), before 1983, and employing 2,727 people (68% of the total employment in the area's meat sector), it is one of the largest employers in the City of Toronto. The company has been located in the area since the early 1900's, and today makes the area its national headquarters. In addition to its various meat processing activities and by-product recycling plants, the company also operates a major research facility in the area. Municipal records show that in 1980 the company applied for building permits for alterations and renovations valued at one half million dollars.

Another dominant firm is the former Gainers plant (previously Swift's), which occupies a 10 hectare (25 acres) site. Following a fire that destroyed some of its facilities in the sixties, the then Swift's Company purchased additional facilities to its main site on Maybank Avenue, and resumed its pork processing operations.

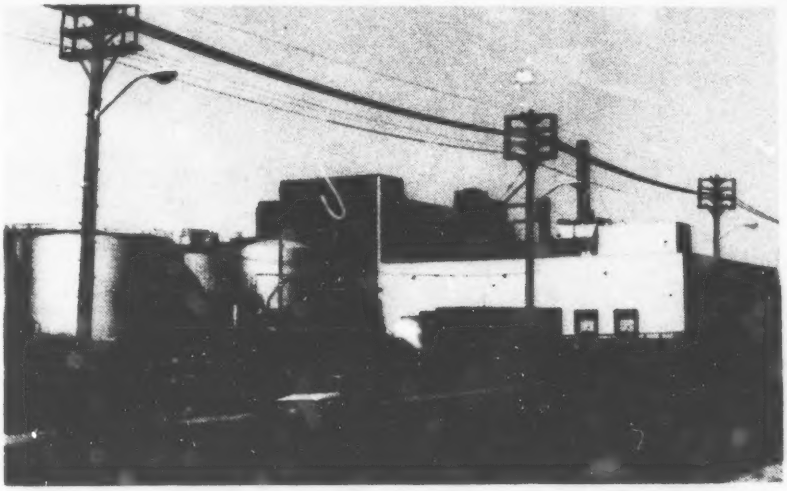


*The meat-packing complex includes 17 firms involved in slaughter, meat processing and related activities. Together they employ some 3,000 people, excluding the 1983 lay-off of about 1,000 people when Canada Packers relocated its slaughter facilities.*





*Until 1983, cattle from the stockyards were walked across St. Clair Avenue West every day, to the Canada Packers slaughter houses. This scene is no longer repeated due to the relocation of the company's cattle slaughter to Burlington, Ontario.*



*Part of the Canada Packers complex, which currently covers some 25 hectares (62 acres), including the former Gainers' plant, acquired in 1983.*

In 1980 the Company applied for a 1 million dollar expansion. In 1981 it was purchased by Gainers Inc., who were then planning major renovations and facelighting of the buildings. In 1983, the Edible Oils Division of Gainers was purchased by Canada Packers and is now known as National Oils; the processing operations of Gainers was purchased by its employees. As a result of this purchase, the Canada Packers land holdings in the area are now approximately 25 hectares (62 acres).

Company officials have confirmed to planning staff that the company intends to remain in its present location for the long term, despite the announcement in April 1983 that the company has decided to close its beef and hog slaughter facilities on St. Clair Avenue, which has resulted with a loss of 950 permanent jobs in Toronto. Canada Packers has purchased competing businesses in Kitchener and Burlington, and intends to consolidate its slaughter facilities in those two cities. This will no doubt have a tremendous impact on the employment situation in the Toronto area. There is also concern that the traditional stability of the study area as a meat-packing area will be undermined. This, and other implicatins of Canada Packers' decision to close its slaughter houses have been discussed and analysed in a special report entitled Report on the Stockyards, Meat Packing and Related Industries in the Stockyards Industrial District, prepared by the Commissioner of Planning and Development, August 1983, as requested by the Stockyards Task Force. That report also contains recent information on the status of the red meat industry as a whole in Toronto.

Aside from the capital investments made by the numerous firms over the years, the viability of the industry's location being adjacent to the Stockyards, is unquestionable. The advantages are numerous. For example, the meat packers located closest to the yards are able to walk the cattle to their plants, at a cost of 75 cents per head. It has been estimated that if a local meat packer were located 20 miles away from the yards, trucking costs would be $4.00 per head (1981), not an insignificant increase. There would also be double handling of the livestock, with an estimated additional cost of $4.00 per head for in-transit shrink and bruising. Many of the smaller packers do not have sufficient space for holding cattle. They rely on the stockyards to hold the livestock until they can accommodate them in their own production schedules. Transportation facilities are excellent, especially with the opening of the Maybank extension, and other road improvements. Water and sewage facilities are also excellent, and as the Kelljair Consultants report mentioned in the previous section stated, "it is doubtful that any city in Ontario, with the exception of Toronto, can provide these services without incurring large expenditures." The availability of a vast skilled labour force has always been one of the area's greatest attractions for industry, generally.

Given all of the above, the proposed Official Plan designation of "Heavy Industrial Area" is the most appropriate for the meat packing complex. The Plan seeks to recognize the unique nature of this area, the traditional stability of the meat packing industry, its close relationship and dependence on the stockyards, the appropriateness of the area for uses relying on the by-products of the meat packing industry, and the commitment to this area shown by the largest landowners, including the Province of Ontario, through capital investments. A major part of the plan should be to consolidate this area as the City's "meat industry area", by encouraging the relocation of similar uses now in other areas of the City, to this area. As with the rest of the "Heavy Industrial Area", the zoning that is proposed is I.4 D.7, with a provision to also revise the present list of uses, in accordance with Section 4.2.7 of this report. This would accommodate all existing uses.

This report also addresses environmental conditions near the stockyards, where a number of improvements could be undertaken, particularly by enclosing certain operations. Landscaping could also create visible buffers in many instances. Attempts have been made to alleviate traffic congestion by concentrating trucking activities at night. The recent improvements on Weston Road, Keele St., and St. Clair Avenue, undertaken in conjunction with the Highway 400 Extension have certainly had a very positive impact on truck traffic and congestion generally within the area, although it may have worsened conditions in the area to the south. The barnyard type smells from the stockyards are quite localized, and are therefore not offensive to the large residential areas. A close analysis of the environmental conditions of the stockyards does not reveal problems of any significance. The most offensive smells are those produced by rendering plants, etc.

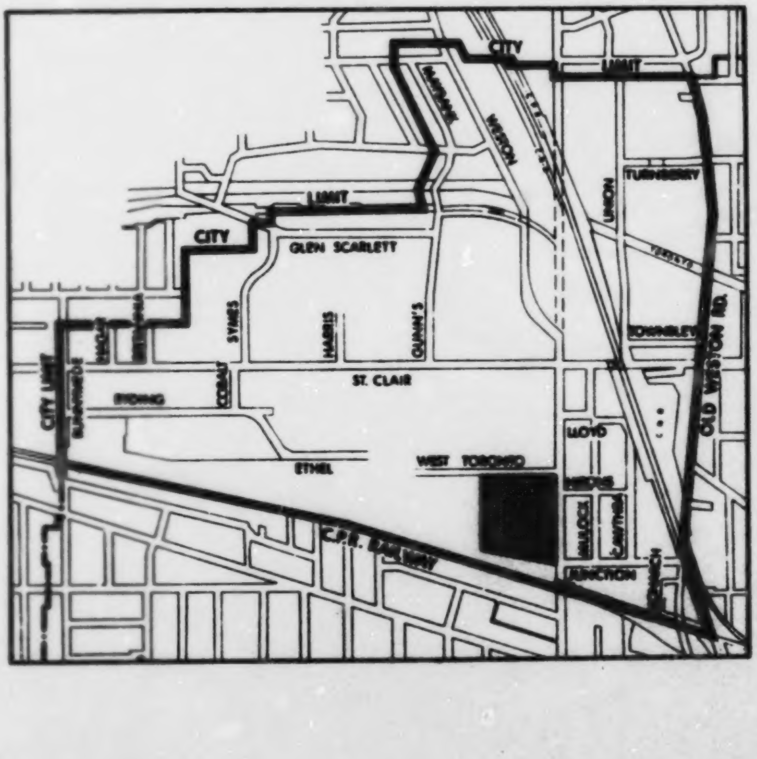
Environmental issues related to the meat packing complex are discussed in more detail in Sections 3.4 and 3.5.

### 4.1.3 THE KEELE CENTRE

The Keele Centre, built by Marathon Development in the late sixties, is located on land that was once part of CPR's West Toronto yards. Situated on a 4.3 hectare (10.6 acres) site, the building has a gross floor area of 30,657 square metres (330,000 square feet).

It is an innovative concept in industrial construction, designed as a two level facility with truck access to both levels and rail access to the lower one. Although it has been a modest success, there are indications that the design incorporating full ramping at the upper level along the entire building may be too expensive to be adopted generally. Most of the tenants are large firms who use the space for warehousing although some light and heavy manufacturing is done there as well. It contains a total of 38 units, leased to 8 firms. As of April 1983, 3 of the units were vacant. The present uses include 4 storage warehouses, class A, a paper products factory, a courier service, and two general chemical products factories. The Keele Centre provides a major buffer between the stockyards on the north and the mixed industrial-residential area south of the railway tracks (within the Dundas Street West area).

The Keele Centre is presently zoned C4 V3, being an integral part of the heavy industrial zone encompassing the stockyards and the CPR railway yards. It obviously is a very appropriate location for a variety of industries, including I.4 uses. From a transport point of view, the lower level in particular is excellent for loading operations. Access is very easy off Keele Street. For firms requiring railway access, the centre offers unique opportunities. From an environmental standpoint, the location of I.4 uses within the development would not appear to be a problem. It is of modern design and recent construction, unlike a great many I.4 uses which are located in turn-of-the-century buildings of obsolete design and have limited trucking facilities. The major concern would be the Dundas Street West area, to the south. However, this area is effectively buffered by a large strips of land owned by the CPR, the railway line itself, and a strip of light manufacturing industry on Vine Avenue. The strip of houses on the east side of Keele Street are a significant distance from the development, particularly since they are located on higher grade. Thus the effects of trucking noise is minimized.


CITY
LIMIT
WESTON
UNION
TURNBERRY
CITY
LIMIT
CITY
GLEN SCARLETT
SYMES
HARRIS
QUINN'S
TOWNSLEY
OLD WESTON RD.
CITY LIMIT
RUNNYMEDE
COBALT
ST. CLAIR
LLOYD
ETHEL
WEST TORONTO
MULOCK
CAWTHRA
C.P.R. RAILWAY
JUNCTION

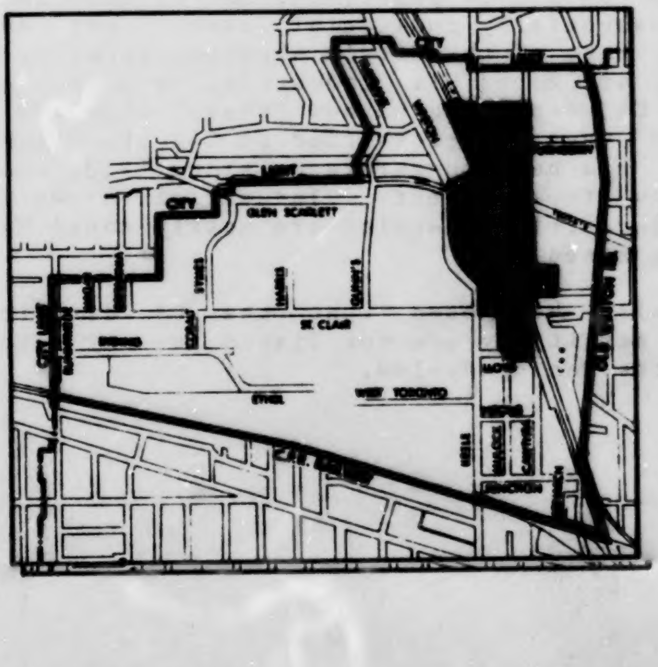
*A unique facility, the Keele Centre was built in the late 1960's as a two-level industrial complex of 30,000 sq.m. (330,000 sq. ft.) with rail access and a ramp system for truck access to both levels. It contains a total of 38 units leased to 8 firms.*

In addition to the meat-packing complex, the stockyards, and the Keele Centre, the "Heavy Industrial Area" designation includes about 20 hectares of land between Weston Road and Union Street. Most of them are heavy uses, such as scrapyards, transport companies, building supply yards, etc.

The units within the Keele Centre are oriented in a north-south direction, and not towards Keele Street. For these reasons, it is felt that the existing heavy zoning designation should be reaffirmed by zoning this property I.4 D.7, consistent with the rest of the Heavy Industrial Area. However, because of the exclusive nature of the I.4 zoning district, it is important to revise the use list to accurately reflect the range of light and heavy industry which is recognized to be appropriate for this area. If not, 6 of the 8 uses presently on the premises would become legal non-conforming uses. The best way of achieving this would be to also permit I.1, I.2 and I.3 uses, in addition to the revised I.4 use list, in accordance with Section 4.2.7 of this report.

## 4.1.4 OTHER HEAVY INDUSTRY

In addition to the 15-hectare (37 acres) stockyards and the 40-hectare (100 acres) meat-packing complex, the area that is proposed to be designated as a "Heavy Industrial Area" in the Official Plan contains a third concentration of heavy industrial uses. Covering some 20 hectares (50 acres), this concentration of heavy industry extends from Weston Road easterly to Union Street. At the centre is the main CN-CP railway rights-of-way and a major CNR yard. Approximately 15 large firms are located in this area, employing about 800 people. The unique feature of this area is the heavy nature of the major uses, which include a paint factory, two lumber yards, a lumber mill, building supply yards, two open storage yards for raw materials such as sand and gravel, a batching and mixing of concrete yard, and scrap or salvage yards and transport or trucking companies.



On the west, the area is bordered by the meat packing complex and by the stockyards. On the east, and south, the area is insulated from residential neighbourhoods within and beyond the study area by significant tracts of land containing less heavy industrial uses or warehousing and commercial uses. The area includes a few houses north of Lloyd Avenue, which are surrounded by industry on all sides. Their existing legal non-conforming use status would be maintained. For the most part, Union Street is the intended boundary line between the heavy industrial area on its west side and the less heavy use on its east side. It is intended that this area, which has historically functioned as an "insulated" and remote basin of heavy uses, be reaffirmed as a location appropriate for those heavy uses which are restricted from most other areas of the City. It is, therefore, proposed that the present C3 V2 zoning be changed to I.4 D.7, the I.4 use list being expanded as proposed in Section 4.2.7 of this report. Such zoning is, of course, consistent with that in the rest of the proposed Heavy Industrial Area. The exact extent of the proposed zoning is illustrated in the map below, together with the affected uses therein.

## 4.2 THE NEED FOR AN AMENDED I.4 ZONING DISTRICT

### 4.2.1 THE "C" SYSTEM OF ZONING

The City of Toronto Zoning By-law did not traditionally distinguish between industrial and commercial land use designation. The C1, C2, C3 and C4 zoning districts are cumulative, that is, each successive district includes all the uses permitted in the previous C district. Therefore, C1 uses are also permitted in C2, C3, and C4 districts, C2 uses are permitted in C3 and C4 districts, and C3 uses in C4 districts. C1 uses are essentially commercial uses, such as retail and office uses; most of the City's shopping streets, such as Bloor or St. Clair, are zoned C1. Industrial uses are classified as C2, C3 or C4, depending on how "heavy" they are deemed to be; the "heaviest" uses are classified as C4, the "lightest" as C2. This system has been in existence since 1953, when the present Zoning By-law took effect. Industrial areas within the Stockyards Industrial District are mostly zoned C4 and C3, with a few parcels zoned C2.

It should also be noted that the C4 district contains a provision to permit any use not listed in any other class or district in the Zoning By-law.

### 4.2.2 PRESSURES ON INDUSTRY FROM COMMERCIAL USES

As far back as 1965, in a report published by the Planning Board, it was recognized that the "C" system was inadequate for industrial zoning, as the cumulative nature of the system created an inherent bias for commercial uses. This was usually to the detriment of industrial uses. Since commercial uses, which are classified as C1, are permitted in any C2, C3 or C4 district, a member of industrial sites or industrially-designated vacant lands were redeveloped commercially. Although this occurred in most industrial areas of the City, it was most pronounced in the downtown industrial districts, known as the Central Industrial District. One of the most astonishing results was the construction of a number of large apartment-hotels, which being classified as commercial uses and not residential uses, were built on certain lands zoned C2. A prominent example of this is the twin tower development at Lansdowne and Dupont, built in the early seventies, when the land was zoned C2. (In 1973 the Apartment Hotel By-law was passed, eliminating this "loop-hole".)

The intrusion of commercial uses in industrial areas has usually resulted in creating land use conflict between commercial uses (such as offices, retail stores, and apartment-hotels) and industrial uses (such as manufacturing, recycling, and storage yards). Often a climate of uncertainty was created in traditionally stable industrial areas, since the higher economic value of commercially zoned land had a significant effect on nearby industrial land prices. In the downtown industrial areas in particular, the pressure became increasingly strong.

Although there has been no pressure from office commercial uses on industries within the Stockyards Industrial District, the pressure from retail and apartment-hotels was significant enough in the early seventies to prompt City Council to take action. This was done in the form of the enactment of a Zoning Bylaw amendment prohibiting C1 uses in any of the C2, C3, or C4 districts within the entire study area, through By-law 220-77, which has been in effect since April 12, 1977 (see Section 1.7).

### 4.2.3 ENVIRONMENTAL INCOMPATIBILITY

Aside from questions related to commercial use competitiveness, one additional area of concern regarding the "C" system of zoning was the notion of environmental compatibility among different types of industrial uses. Specifically, as expressed in a number of reports published by the Planning Board in the late seventies, there was considerable concern that where "light" industrial uses were established in "heavy" industrial areas, environmentally incompatible situations were sometimes the result. While this may be a debatable point generally, it should be stressed that in the Stockyards Industrial District this situation has clearly not been the case. To date, situations of environmental incompatibility have occurred only between industrial and commercial uses, between industrial and residential uses, *but not between different categories of industrial uses*.

### 4.2.4 THE DEVELOPMENT OF THE "I" SYSTEM OF ZONING

The solution to the inadequacies and short-comings of the "C" system with regard to industrial zoning, was found in the development of a new system, identified by the symbol "I". There are now four classes of *exclusively* industrial zones I.1, I.2, I.3, and I.4. (An additional category - IC - permits light industrial and commercial uses, and generally intended for mixed industrial-commercial areas.) The most fundamental aspect of this system is the exclusivity of industrial uses: unlike the "C" system, commercial uses are not permitted in any of the four above-mentioned districts. When the new "I" system was approved in 1979, it was the first time that the Zoning By-law separated commercial and industrial uses. As mentioned earlier, in the Stockyards District this system was essentially anticipated by By-law 220-77, which excludes C1 uses from any of the industrial zones.

Another fundamentally important distinction of the I system is that it is only *partially* cumulative. Only the first three classes are cumulative, in that I.1 uses are permitted in I.2 and I.3 districts, and I.2 uses are permitted in I.3 districts. However, in the I.4 district, only I.4 uses are permitted, unlike the C.4 district. In addition, under I.4, the catch-all provision to permit undefined uses, as contained in C4, has been deleted.

The I.4 district is intended for the heaviest industrial uses, which, may or may not be necessarily incompatible with other use districts. The I.1 district is intended mostly for areas designated under the Official Plan as Mixed Industrial-Residential Areas, of which there are none in the Stockyards District. The I.2 district is intended to be used for areas designated under the Official Plan as Restricted Industrial, although it is not limited to such areas only. Section 4.4 of this report contains a more detailed discussion of a proposed Restricted Industrial Area in the Stockyards District. The I.3 district is intended for uses which could *potentially* have an adverse environmental impact on commercial or residential uses, but will not have a significant impact on other industrial uses in exclusively industrial zones. In the Stockyards Industrial District, such areas are designated as General Industrial, and are discussed in Section 4.3.

The I.1, I.2, and I.3 districts, progressively "heavy" in nature, are intended but not necessarily limited for usage in areas designated by a Part II Official Plan as Mixed Industrial-Residential, Restricted Industrial, and General Industrial Areas, respectively.

### 4.2.5 THE I.4 CATEGORY

The following two paragraphs are taken from the report entitled Industrial Zoning - Final Recommendations, published by the Planning Board in February 1978, and which set the basis for the "I" system of zoning:

> "Unlike the previous I districts, the proposed I.4 zone is not cumulative and will permit only those uses which are considered 'potentially incompatible' with other industrial uses. The exclusiveness of this category is designed to achieve two objectives. First, by ensuring that other industrial uses (those permitted in I1, I2 and I3 districts) are not interspersed with I.4 uses, potential environmental conflicts are minimized. Second, by ensuring that certain lands are available exclusively for I.4 uses which may be either relocating industries from other areas of the City or which may be new firms establishing within the City, the policy objective of maintaining an adequate supply of land for such uses, concentrated and buffered from other industrial uses, can be met...
>
> "The I.4 use list is limited to potentially incompatible uses which are presently located within the City. Among these are scrapyards, tanneries, primary metal plants, chemical products factories and open storage areas for raw materials...

The I.4 zoning category is intended for areas designated as "Heavy Industrial Area" in the Official Plan. The I.4 category is particularly relevant in the Stockyards Industrial District, in that most of the area is to be designated "Heavy Industrial".

Section 12G of the Zoning By-law lists the following 26 uses as being permitted in I.4 Districts:

- an animal by-products plant
- a distillation plant
- a general gas plant,
- a general chemical products factory
- a laboratory-class B
- a miscellaneous non-metallic minerals plant
- a miscellaneous vegetable products factory
- an offensive or dangerous chemical products factory
- an offensive or dangerous gas plant

- an offensive or dangerous gas plant

- a primary metals plant
- a tannery
- a city yard class B

- a batching and mixing of concrete yard
- a fuel storage tank
- a generating station
- an open storage of raw materials yard
- a public or private commercial scales
- a pumping station
- a railway station
- a railway service and repair yard
- a salvage yard
- a sewage disposal plant
- a public incinerator or refuse destructor
- a storage warehouse, class B
- a waterworks
- a wholesale fuel supply yard

### 4.2.6 THE INADEQUACY OF EXISTING I.4 ZONING IN THE STOCKYARDS INDUSTRIAL DISTRICT

A cursory review of the uses located within the area that is proposed to be zoned I.4 will quickly reveal that up to 19 of the approximately 50 uses, or 38%, are not classified as I.4 uses. They therefore, would attain a status of legal non-conforming use upon implementation of the I.4 zoning category. A legal non conforming use status is appropriate only if the intent is that the affected use is to cease to exist. This principle is an adopted policy of the City, and is contained in Section 11 of the approved Part I of the Official Plan.

However, as has been stated throughout this report, it is not the intention of the City that any of those uses within the proposed I.4 district should cease to exist. Therefore, there is a basic zoning conflict, which can best be resolved by way of re-assessing and amending the existing I.4 use list to more accurately reflect the present affected uses, as well as the other uses which would be appropriate for this area.

The I.4 use list presently contains some very basic flaws. For instance, such uses as slaughter houses, poultry-killing establishments, etc. are not permitted in any of the I zones, whereas they are all permitted under C4. The 19 uses referred to above which are not permitted in I.4, are all permitted in C.4. When the I.4 use list was originally established, a significant number of "obvious" I.4 uses were omitted from the use list pending the completion of Official Plan and Zoning studies in the Stockyards District and the Port Industrial District, the only district for which the I.4 category is intended. The present proposed composition of the I.4 use list is not of great significance in the Port due to the fact that the "desired" uses of shipping and other government regulated uses are exempt from the Zoning Bylaw. It is therefore appropriate that the I.4 use list should be amended through this report in so far as it affects the Stockyards Industrial District.

The amendments proposed in this report would not detract from the two primary objectives of the original intent in the development of the I.4 concept. The first objective - the prevention of situations of environmental incompatibility among industrial uses - has proven to be largely irrelevant in the Stockyards Industrial District in any event. Since the establishment of Bylaw 220-77, 7 years ago, which deleted C1 or commercial uses from C2, C3, and C4 industrial districts, a situation similar in concept to the I zoning system has been created. However, there is one fundamental difference - cumulativeness all the way, up to and including C4. Yet no situation of environmental incompatibility between C2-C3 uses and C4 uses, which can be reasonably parallel to I.2-I.3 and I.4 uses, has resulted, even marginally. There may have been a concern in the past that industrial processes involving the food processing industry may be inappropriate near heavy uses such as scrapyards or chemical plants, with the potential for significant cases of environmental incapatibility. However, in any final analysis, such concerns are unfounded in light of the legislative regulation of food production by other government bodies such as Agriculture Canada or the Public Health Department. The only documented cases of conflict have been between industry and residential uses generally, and, between industry and commercial uses.

The second objective of the I.4 concept was to create a reserve of land where heavy uses could be consolidated. This report contends that the extent of industrial exclusivity in land use regulation which the existing I.4 zoning district would achieve if applied to this area, would not promote the most optimal industrial land development process in the study area. The only type of exclusivity that is important in the study area is the exclusion of commercial uses from industrial zones. The only development pressure, in fact, has been from retail uses, not lighter industrial uses. The type of zoning exclusivity that was originally intended for Heavy Industrial Areas, by zoning them I.4, appears neither practical in the short-term nor realistic in the long term, for the Stockyards Industrial District. For example, a number of firms already located there are not classified as I.4 uses, but as I.3 uses; indeed, a few are I.2 uses. Furthermore some of the parcels of land that are now vacant would not seem likely to be developed for heavy industrial purposes in the future. A recent development, the Keele Centre, contains six I.1 and I.2 uses, and two I.4 uses. This illustrates well the need to have as much flexibility as possible in the zoning.

The most significant industrial development to occur in the study area in many years is, in fact, an I.2 use (the Phantom

Hosiery plant). The only change of use in recent years within the proposed I.4 district was heavy industrial processes often require large tracts of land and locations which are accessible to particular types of transportation facilities. Some of the vacant land in the Stockyards District does not meet these criteria. It does not appear likely that heavy industrial uses which could locate in other municipalities would locate in the study area, particularly major manufacturers of synthetic raw materials, plastics, paints, etc. which depend on chemical processes. Before any such investment would be made, serious considerations would have to be given to environmental questions.

It is anticipated, however, that in addition to the meat packing and slaughter house related uses, the study area would continue to be an attractive location for a range of "semi-heavy" industrial uses classified as I.3 or I.2. It is worth noting that the present C4 Zoning (in conjunction with By-law 220-77), functions eminently well, and unless the I.4 is amended appropriately, many industries would be faced with zoning problems. Presently the C.4 zoning (as amended) offers maximum flexibility. There is no need to alter such flexibility. Rather, it should be re-confirmed through the establishment of an appropriately designed I.4 district.

### 4.2.7 PROPOSED AMENDMENTS TO THE I.4 USE LIST

In establishing a new amended I.4 use list, the basis would be inclusion of those uses presently located within the Heavy Industrial Area and zoned I.4. There are two basic ways of achieving this. The first method would involve listing all the uses which would be appropriate to include in I.4, either because such uses are presently located in the affected area or because of the desirability of attracting such uses to the area. As a result, the list of additional uses would have to consist of the following: the almost entire I.3 use list, 7 uses presently classified as C.4 but not listed as I.4 or I.3, and several I.2 and I.1 uses. This inevitably results in a significant degree of cumulativeness, for there would be no need to delete the affected I.3, or I.2 or I.1 uses from their respective use district. This sort of "tailored" cumulativeness, however, is not the best nor the desired method of achieving the aforementioned planning goal of maximum flexibility for industrial options. There is always an inherent danger in this type of exercise: where does one objectively "draw the line"? Is it truly possible to decide fairly which uses should or should not be included, especially if it is considered that industrial processes and operations evolve and change frequently, making zoning regulations outdated very quickly.

A second method of amending the I.4 use list in order to achieve the stated goals of this report is to make it cumulative, that is permit I.1, I.2, and I.3 uses. The exclusivity of a heavy industrial zone, which is really a highly restrictive zone, would be abolished. As stated earlier, this would be similar to the present C4 zoning (as amended) in the area. A cumulative I.4 district would be a practical and realistic way of addressing the regulatory concerns of industry with respect to location and development options. This report therefore recommends that within the proposed I.4 district in the Stockyards Industrial District, I.1, I.2, and I.3 uses be permitted.

It should be noted, that other options were considered and discarded. A third alternative would have been to permit those affected non-I.4 uses by way of a special clause in Section 16 of the Zoning By-law. Although this course of action has been widely followed in the past, it is now felt to be highly inappropriate and inconsistent with the City's current policy to simplify the Zoning By-law. A further alternative would have been to create a new zone, such as an I.5 zone. This option, however, would have resulted in an I.4 that is largely redundant. The selected option is one that results in clarity, facilitates by-law usage, and does not add bulk to the by-law.

The I.4 zoning as proposed in this report, is to be used in the Stockyards Industrial District and no where else in the City. Although large areas of the Port Industrial District are to be zoned I.4, it will be a I.4 district specifically designed for the Port area. A technical method of differentiating between the I.4 for the Stockyards and the I.4 for the Port, will have to be found. Therefore, the present I.4 district in Section 12G of the Zoning By-law will become redundant. Section 15 of the By-law, pertaining to C4 districts, will similarly become redundant. However, before it is deleted, subsections (1) (e) and (1) (f) of Section 15, containing provisions regarding "any use that is not permitted in any other class of district.." and "a pinball or electronic game machine establishment" should be properly addressed, which is beyond the scope of this local area and largely industrial report. The latter, in particular, is a matter of recent City Council policy. Therefore, the only reasonable recommendation to make is that Section 12G and Section 15 - C4 Districts, be reviewed, in consultation with the City Solicitor, to determine its disposition.

## 4.3 THE GENERAL INDUSTRIAL AREA

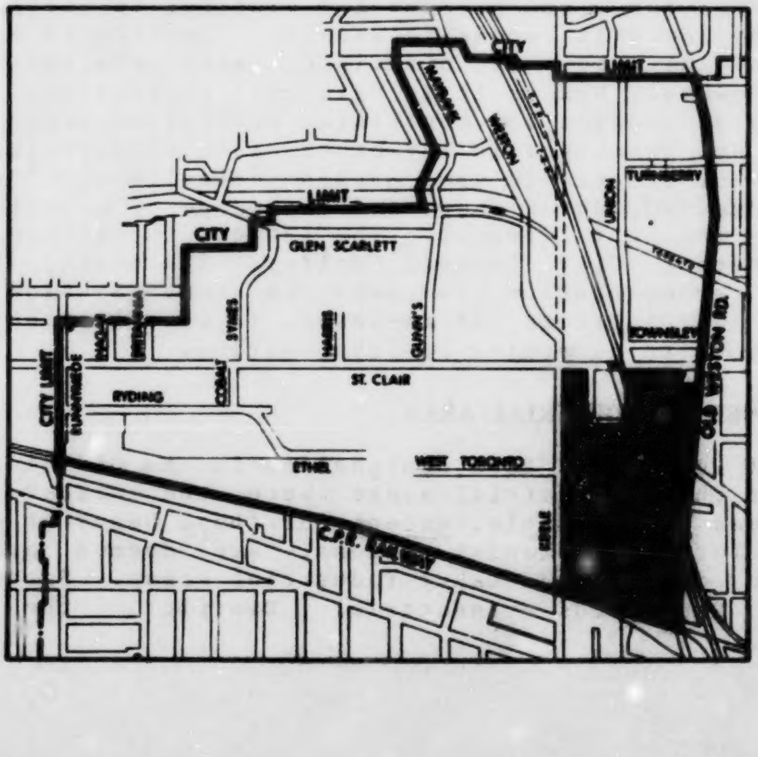
The General Industrial Area designation in the Official Plan is intended for those industrial areas where the widest possible range of uses is desirable, except for those heavy or obnoxious uses which, for environmental reasons, are deemed appropriate only within designated Heavy Industrial Areas. Specifically, within the Stockyards Industrial District, the General

Industrial Area designation is proposed as a means of buffering or insulating the meat packing areas, and the rest of the Heavy Industrial Area from the outlying residential areas. This would also result in preserving vast tracts of land for industry. The intended zoning is I.3, which also permits lighter I.2 or I.1 industrial uses, but not commercial uses. The heavier I.4 uses are not permitted either. The maximum permissible density under the Official Plan is 7, although in certain instances, this maximum ceiling may be unnecessary. In order to offset the impact of industrial buildings on adjacent residential areas, a height limit of 30 metres (100 feet) is proposed.

The General Industrial Area designation is proposed for four areas, at the periphery of the Heavy Industrial Area. Each area is discussed in more detail below.

### 4.3.1 THE MULOCK-OLD WESTON ROAD AREA

The largest area that is proposed to be designated as a General Industrial Area is bounded on the west by Keele Street, on the east by Old Weston Road, on the south by the CPR tracks, and on the north by St. Clair Avenue. For the purposes of this report, the area is referred to as "Mulock-Old Weston Road", and includes all of Mulock Avenue, Cawthra Road, Monarch Road, Junction Road, Hirons Street, and Lloyd Avenue. The key features of the area are the Hirons-Mulock residential area, the Maple Leaf Mills complex, industries located on either side of railway lines, and a strip of housing on the west side of Old Weston Road.


CITY
LIMIT
WESTON
UNION
TURNBERRY
LIMIT
CITY
GLEN SCARLETT
SYMES
HARRIS
GUNN'S
TOWNSLEY
OLD WESTON RD.
CITY LIMIT
RUNNYMEDE
COBALT
ST. CLAIR
RYDING
ETHEL
WEST TORONTO
KEELE
C.P.R. RAILWAY

*These houses in the Mulock-Hirons area are presently zoned industrial and are legal non-conforming uses. It is proposed that they be zoned residential in the future, but designated as part of the "General Industrial Area" in the Official Plan.*

***Part of the Maple Leaf Mills complex within the "General Industrial Area" on Junction Road and Mulock Avenue. Most of this area would be zoned I.3 D.5, some parts I.2 D.2, depending on the proximity of residential uses.***

The Hirons-Mulock area contains 174 houses, all of them located south of Lloyd Avenue. They are presently zoned C.3 V.2, and are therefore legal non-conforming uses. Despite this fact, they appear in very good condition, and are well maintained. Changes from residential to industrial have occurred only at the periphery of this sub-area, and not at the core or in mid-block. For example, on the east side of Keele, between Hirons and Junction, and on the west side of Mulock, between Lloyd and Hirons, not one residential unit has been lost from the time that the area was zoned industrial. The "solidity" of this small residential area is an important consideration in the development of this Plan. The fact remains, however, that the area is completely surrounded by a large industrial area. It is isolated, and has no relationship to any other residential area. By any standard, it would not be appropriate to encourage new housing development; from an environmental standpoint, it would be foolhardy. The General Industrial Area designation should, therefore, also apply to these residential uses. However, it would not appear unwise to recognize the houses at least in the Zoning By-law, in order to offer relief to homeowners who may wish to undertake improvement or alterations. This could best be done by zoning them R3 Z3. Changes from residential to industrial would still be permitted in the Official Plan, but only through a rezoning. Changes from industrial to residential would not be permitted within this area. In addition to dwelling houses and apartment houses, an R3 district designation also permits certain institutional uses such as private schools, nursing homes, etc. A maximum gross floor area of up to 1.0 times the area of the lot would be permitted.

In order to ensure a reasonable measure of compatibility with the remaining residential uses, criteria should be established for rezoning from residential to industrial. For example, industrial "encroachments" such as a midblock development between two houses should not be permitted. Buffering and screening should be provided in order to protect any adjacent residential uses. The type of industrial use is paramount, of course, and should be compatible with residential uses.

In fact, it is proposed that, unlike the rest of the General Industrial Area, the very immediate industrial area surrounding the Keele-Hirons Mulock homes should be zoned I.2 D.2. This is a lighter designation permitting a wide variety of industrial uses, up to a maximum density of 2.0 times the area of the lot, but which are environmentally compatible with residential areas. This zoning strategy is also consistent with the general intent of By-law 162-79, which restricts autobody shops from this area. The by-law was enacted as a result of prolonged concern due to the adverse effects of auto-related uses generally. Although the by-law has proven effective, once the area is zoned I.2 D.2, it will be redundant. It should, therefore, be rescinded. Similarly, By-law 370-79, which exempted certain properties from the provisions of By-law 162-79, will become redundant and should be rescinded.

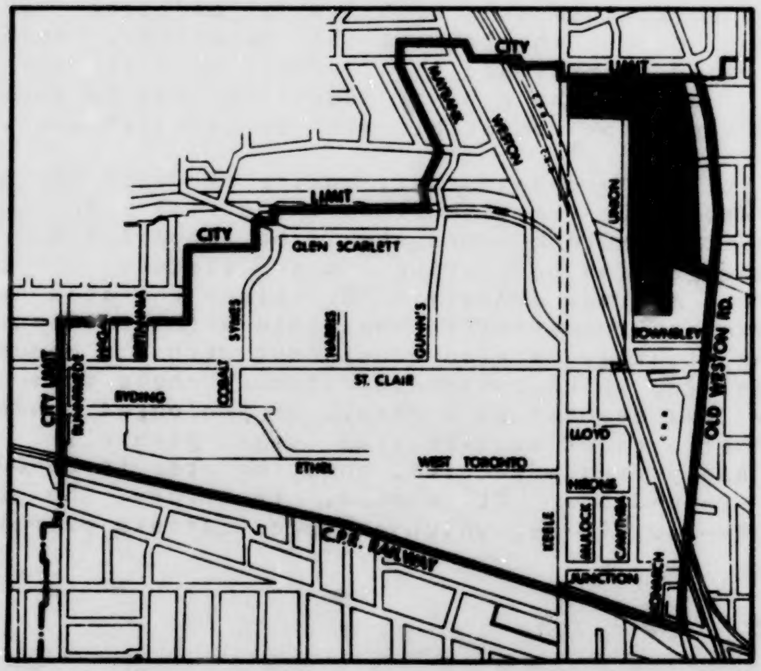
As in the Hirons-Mulock area, the houses on the west side of Old Weston Road are proposed to be designated as part of the General Industrial Area, but zoned R3 Z3. Fronting on a major arterial road, and abutting a large industrial laundry and a large structural steel firm, these residential uses appear to be in a relatively marginal area, from a housing standpoint. However, it should be noted that they are presently zoned residential. This Plan would permit changes to industrial, but not from industrial to residential. The same criteria as in the Mulock-Hirons area would apply.

In addition to the uses already mentioned, the rest of this General Industrial Area contains a railway supply firm, a rubber recycling plant, a manufacturer of sinks, a bakery, a cartage firm, and other uses. The west side of Cawthra, south of Hirons, which is used as a major parking lot, has very good potential for industrial redevelopment.

Except where noted above, the zoning that is proposed for this area is I.3 D.5. The density could be increased to 7.0 times, through a rezoning, but this would not likely be necessary.

### 4.3.2 THE UNION-TURNBERRY AREA

The second area that is proposed to be designated a General Industrial Area is referred to in this report as the Union-Turnberry area. It includes all lands on the east side of Union Street, except for the most southerly lot, and all industrial lands on both sides of Turnberry Avenue.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HIRONS
MULOCK
CAWTHRA
KEELE
C.P.R. RAILWAY
JUNCTION

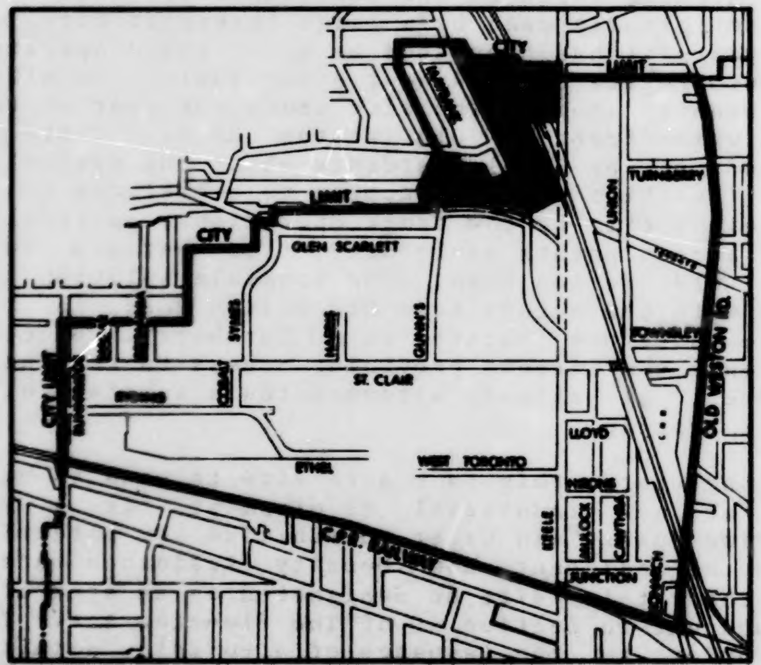
The most northely lot on the east side of Union Street is also included in this area. Although this lot contains a scrap yard, it abutts a stable residential area in the City of York. Therefore it is more appropriate to designate it as a General Industrial Area rather than a Heavy Industrial Area. Union Street is a very heavy industrial street, since it services such uses as a cement mixing plant, scrap yards, transport firm, etc. However, the uses on the east side of Union, within the proposed General Industrial Area, are not obnoxious or heavy in nature and, include a shoe factory, two warehousing operations, and a cartage firm among others. Similarly, the south side of Turnberry contains only a soft drink bottling plant; the north side contains a Metro Works yard, and a 1.7 hectare site (four acres) known variously as "80 Turnberry" and "658 and one-half Old Weston Road". It, and the Coca Cola Bottling plant on the south side of Turnberry, form the eastern boundary of this sub-area. They abut onto a solid strip of housing on the west side of Old Weston Road.

The proposed zoning I.3 D.5 without any special provisions appears appropriate, except for the above-mentioned site at 80 Turnberry Avenue, which is the most sensitive land use issue in the area. Originally used by a large transport firm, over the past two years it has been used as a car pound operated for the Metro Toronto Police on a 24-hour a day basis. It also contains several autobody shops. The site abuts the rear of residential properties which front on Old Weston Road. There has been serious concern by local residents about the operations of the car pound. The chief problems appear to be related to excessive noise at night time by tow truck operations, particularly since one of the access points is located from between two of the houses on Old Weston Road. One possible solution to problems associated with the access from Old Weston Road, is to use an alternative entrance located at 80 Turnberry. Since Turnberry is one of only two streets providing access to the industries on Union Street, it already accommodates a substantial amount of heavy truck traffic.

In the long term, this four acre site is seen as being highly suitable for new industrial development for a variety of manufacturing uses. In order to minimize any potential adverse effects on the adjacent Low Density Residence Area, it is proposed that this site be designated as an area of site plan control pursuant to Section 40 of The Planning Act. This would require, prior to the issuance of a building permit for a new development or addition, City Council's approval of a development agreement between the owner and the City. Through such an agreement, input by the municipality and by local residents would be assurred before any new development would occur. It is felt that the site is suitable for a wide variety of industrial uses, including those classified as I.3 uses, but that safeguards must be taken to prevent, or at the least to minimize to within an acceptable standard, any potentially adverse effects on the homes. For example, buffering, through a high masonry wall along the entire easterly and northerly boundary of the site, would minimize such potential impact. In the long term this would also re-affirm the property as a viable industrial site. Other areas of possible concerns that could be addressed through a development agreement include the location and height, of buildings, vehicular access points, loading facilities, and landscaping.

### 4.3.3 THE WESTON ROAD-GUNNS ROAD AREA

The third area that is proposed to be designated a "General Industrial Area" is referred to in this report as the Weston Road-Gunns Road area. It comprises mostly of the west side of Weston Road and the Ontario Hydro right-of-way that are located north of Gunns Road (formerly known as Maybank Avenue). Included in this area are several properties located at the foot of the portion of Keele Street that is located between Rogers Road and the CN-CP rail corridor. These latter properties are accessible only from within the City of York.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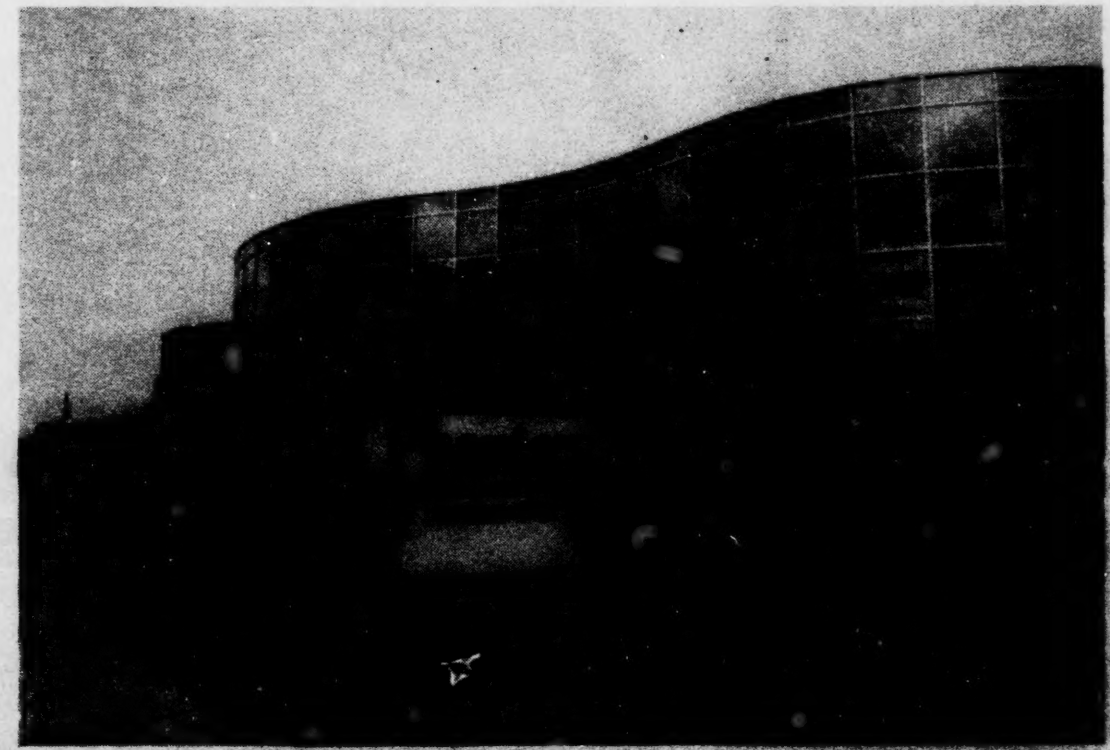
C.P.R. RAILWAY
KEELE
MULOCK
CAWTHRA
JUNCTION

The Ontario Hydro right-of-way is vacant, except for a small portion leased as an open storage yard for auto parts. To the north of the right-of-way is a printing plant, with frontage on McCormack Avenues, and which is zoned residential. The area at the foot of Keele Street, as described above, contains a ceramic tile and warehousing business.

*The Acme Screw and Gear Plant, on Weston Road, derelict for over 10 years, was finally demolished in 1982. The southerly portion of this 3.4 hectare site was redeveloped with a new industrial building by Phantom Industries, a garmet manufacturer. The building, which resulted in a major upgrading of the area, is considered an outstanding example of modern industrial architecture.*



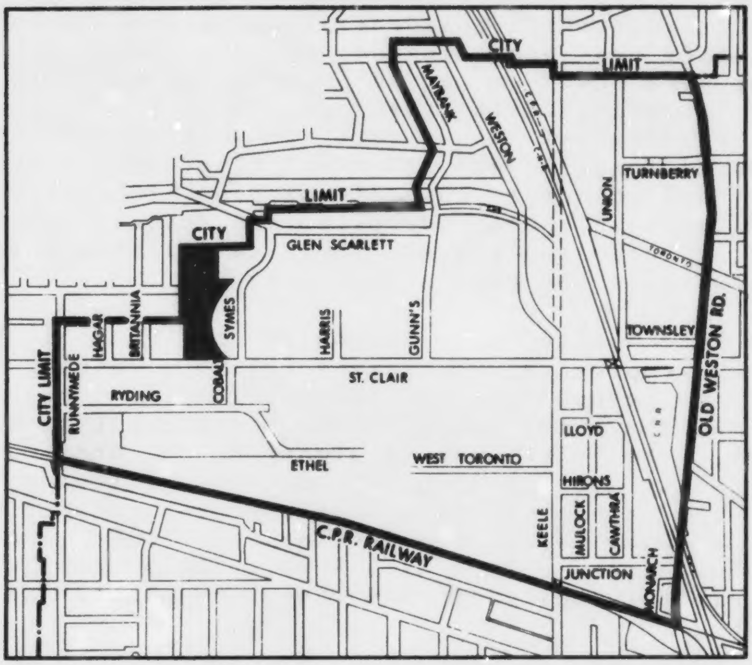
The rest of this proposed General Industrial Area is divided into two lots. The property at 201-203 Weston Road contains a three storey building used for the warehousing and wholesaling of imported novelty items. The rest of the area is dominated by a 3.4 hectare site (8.46 acres) known as 207 Weston Road. Extending another acre into the City of York, this site formerly housed the Acme, Screw and Gear plant, built in 1919. For many years, the site was vacant. Although a building permit for a large mixed commercial-residential development containing 111 apartment units had been issued by the City in 1976, the development was not proceeded with. The building permit was eventually revoked. With the approval of By-law 220-77, commercial-residential uses were no longer permitted. The massive poured concrete and brick building, one to four storeys in height and running some 250 metres (820 feet) on the west side of Weston Road, became derelict and subject to serious acts of vandalism, including fires. The site gained notoriety as the largest eyesore in the City's west end.

In 1980 the site was purchased by Phantom Hosiery, a manufacturer employing approximately 250 people, with the intention of consolidating its operations housed in four different buildings in North York. Anticipating its future development, the site was designated an area of site plan control pursuant to Section 40 of the Planning Act, thus requiring the approval of a development agreement between the City and the owner before any development could proceed. The derelict buildings on the site were quickly demolished, and by 1983 a new factory building had been completed and in full operation.

Approximately one third of the remaining portion of the site is the subject of a current rezoning and Part I Official Plan amendment application, to permit commercial uses. The original intent in permitting a substantial commercial development was to facilitate the economic viability of a parallel industrial development, or yet another portion of the site given the unusual history and nature of this property, and approval in principle was given by City Council. The matter is still under consideration, as a result of extensive debate in the community. As of October 1983, no final decision by City Council had been made regarding the commercial component, to be allowed on the site, if any.

### 4.3.4 THE INTERNATIONAL HARVESTER-LEVINE BROTHERS SITES

The fourth area that is proposed to be designated General Industrial consists of two very large sites and one very small site, both of which are located west of the Canada Packers facilities on Symes. The first of the large site, which is 1.6 hectares in size (4 acres) is owned by International Harvester and is used to sell and service large transport trucks. The site extends north as far as Henrietta Street, on the north side of which is the Levine Brothers property, which is 1.05 hectares (2.6 acres). It is used for the processing of animal hides. The third property within this area is a small lot, located between two railway spur lines, and containing a motor vehicle repair shop class B.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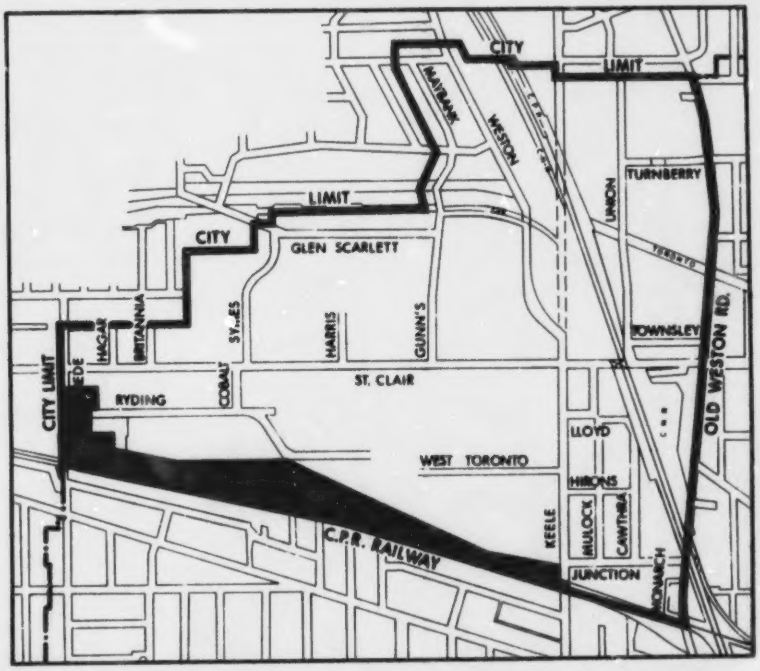
C.P.R. RAILWAY
JUNCTION
MONARCH

The above described area adequately functions as a buffer zone between the meat packing complex on the east and the residential areas on the west. The Levine Brothers site abutts a stable residential area in the City of York. Under the proposed zoning of I.3 D.5, both automobile industry uses would be permitted, in addition to a wide range of medium to heavy industrial uses. Of course, obnoxious uses such as some of those listed in the Zoning Bylaw as I.4 uses, would not be permitted. This includes the above-mentioned animal hide business, which would become a legal non-conforming use. The proposed General Industrial Area designation for this area is consistent with the intent of the Plan, in that obnoxious uses should only be permitted within the Heavy Industrial Area, which in turn is insulated by other areas such as the proposed General Industrial Area. The Levine Brothers use is considered particularly obnoxious because it stores blood-drenched animal hides outdoors which creates a severely unpleasant situation. Further, it abutts a residential area within the City of York.

In order to minimize the potential impact of future development on the abutting residential areas, it is proposed that most of this area be designated as a site plan control area under Section 40 of The Planning Act.

## 4.4 THE RESTRICTED INDUSTRIAL AREA

It is proposed that the main CPR line, which forms the southern boundary of the study area, be designated a Restricted Industrial Area. The railway right-of-way has historically formed an effective buffer zone between the industrial areas on the north and the residential areas on the south. Although there are no other uses other than railway transportation operations, the intent of the Restricted Industrial Area designation is to permit a very wide range of warehousing and manufacturing uses, but which have only a minimal or no environmental impact on adjacent residential areas. Therefore, the proposed designation should ensure that any new uses in the future shall not result in undue negative effects on the residential area.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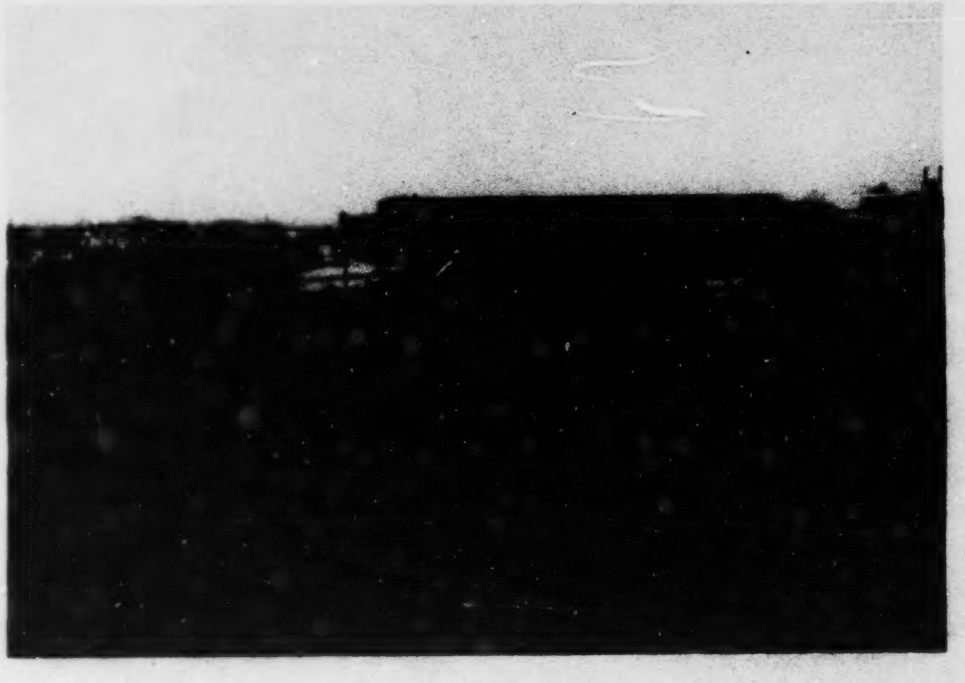
The most appropriate zoning category would be I.2 D.3 a zoning district that is cumulative, in that it also permits all I.1 uses, but, also a zoning district that excludes heavy and

obnoxious uses. With respect to density, it is suggested that 3.0 be permitted, as-of-right, through the Zoning By-law. This is also the maximum permitted in the proposed Part II of the Official Plan. There would not appear to be any practical reason to restrict the as-of-right density to a level less than the maximum permitted in the proposed Plan. A height limit of 14 metres (45 feet) is proposed, since these lands abut the backyards of residential properties located on Maria Street. Finally, it is noted that the proposed Restricted Industrial Area designation and the proposed I.2 D.3 zoning are consistent with other railway corridors in all areas where Part II Official Plans have been approved, such as the Jucntion Triangle and Dufferin-Davenport.

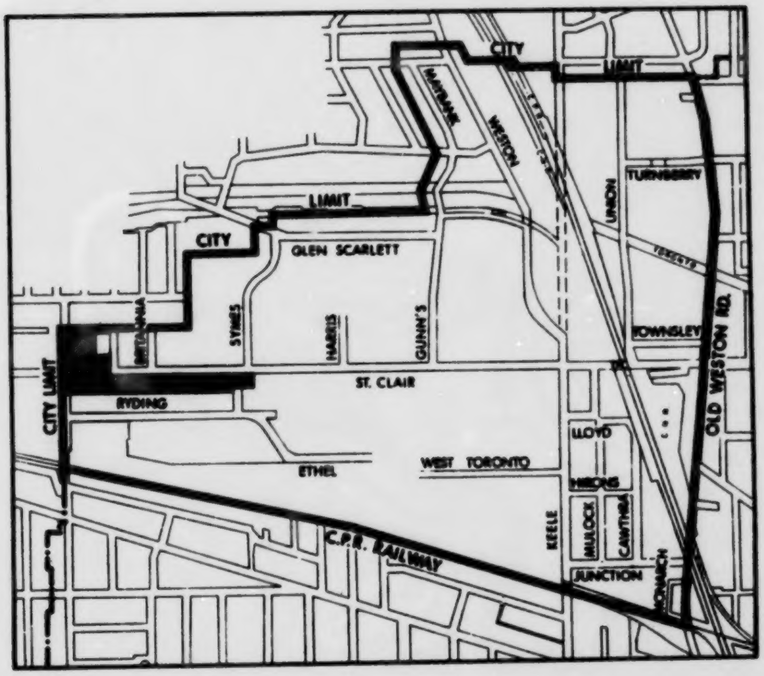
## 4.5 GENERAL USE AREAS

The Stockyards Industrial District contains two areas which are characterized by a mixture of light industrial, commercial, automobile-related, and residential uses. These areas, located at St. Clair-Old Weston Road and St. Clair-Runnymede, are not dominated by any single category of land use; they have developed as bona fide mixed-use areas. The only designation which would recognize the various classes of land use is the "General Use Area". Through this designation, the Official Plan would continue to permit the general mixed-use pattern of development that is prevalent, offering maximum flexibility for future development options.



### 4.5.1 ST. CLAIR-RUNNYMEDE AREA

St. Clair Avenue, east of Runnymede is characterized by industrial-commercial uses on the south side, and by mixed commercial-residential buildings and rowhouses on the north side. This mixed-use area is surrounded by the stockyards and the meat packing complex on the east, by residential uses on the north and south, and by mixed industrial and commercial uses further west in the City of York. Part I of the Official Plan designates it as an Area of Permissible Commercial use within a Low Density Residence Area, and is mostly zoned C1 V1, with a small C2 V2 zone at Ryding Avenue and Runnymede Road.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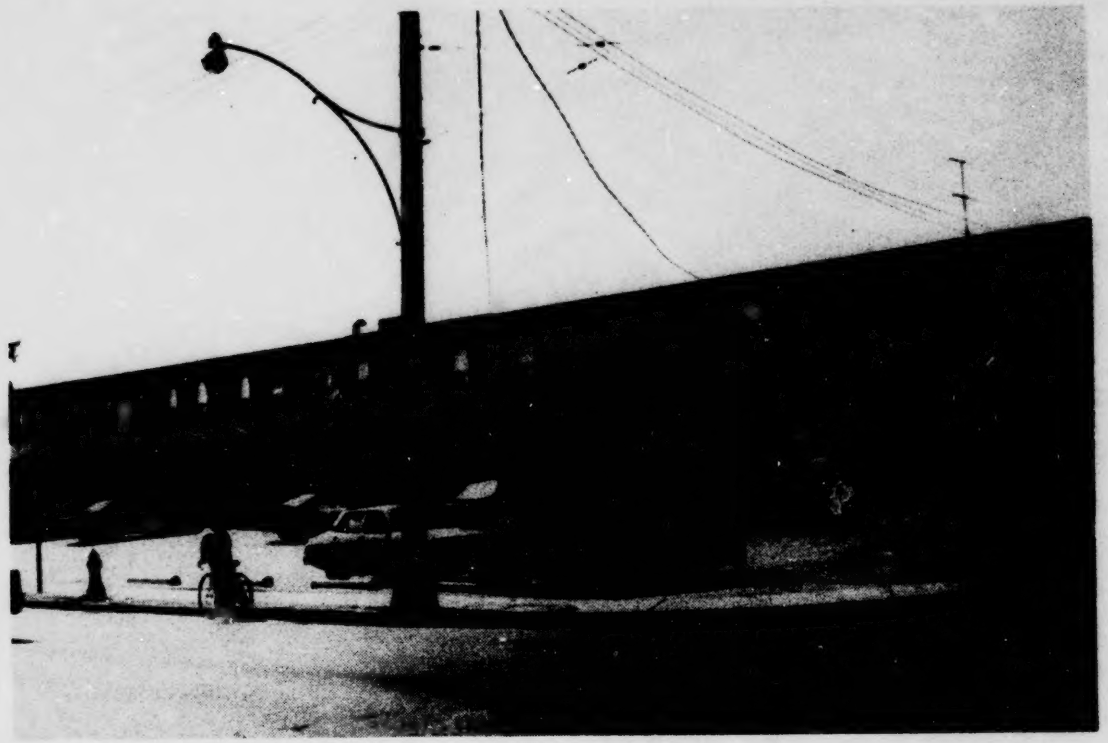
Over time, residential uses have given way to a mix of local retail, regional-type retail outlets, light industrial, warehousing, automobile repair shops and auto sales lots. Most of the new construction has consisted of mixed commercial-residential buildings. The most notable building is the strip plaza located on the north side of St. Clair, between Runnymede and Hagar Avenue. Built in 1975, this building is very typical



*The St. Clair-Runnymede area contains a mix of residential uses, retail stores, automobile-related uses, and light industrial uses. The proposed zoning for most of this area is CR L2 U100 and IC D2 L2, reflecting the diversity of existing uses and the mixed-use pattern of development. The top photograph shows a strip plaza retail development with apartments above, built in 1975 on the north side of St. Clair Avenue West.*

Leny's
GARAGE
ANNA'S
PLACE
RESTAURANT

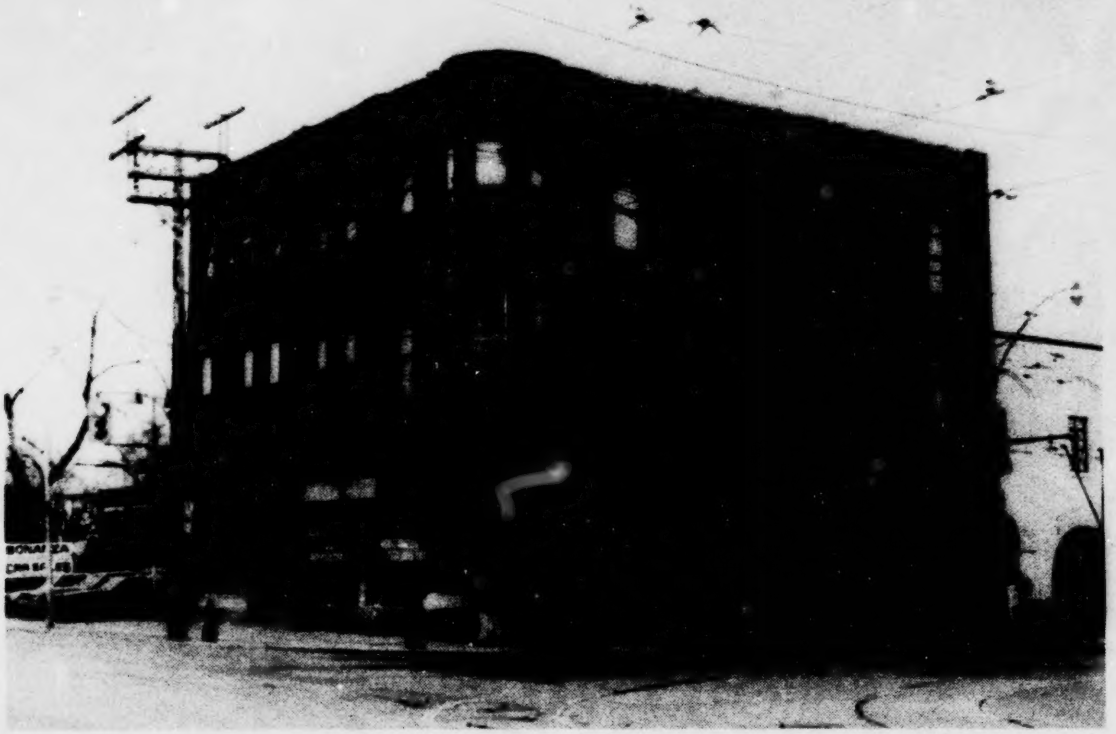
of the type traditionally constructed in C1 V1 zones, except for the parking in the front. The plaza contains a number of regional and local retail stores. Next to this development, on Runnymede, is an older and smaller plaza, which relates more to the residential area in the City of York. The south side of St. Clair contains a markedly greater incidence of light industrial and auto-related uses. It is relevant to note that no new residential buildings have been built, even though they are permitted in the Zoning Bylaw, whereas non-residential buildings have been built even when it meant obtaining approval from the Committee of Adjustment or approval of a rezoning application. The residential area along St. Clair is clearly on the decline.

The unique mixed-use pattern of development prevalent in this area suggests the desirability of establishing a land use policy which would generally permit a diversity of classes of uses. It is therefore proposed that it be designated as a General Use Area. Zoning would, however, be more specifically applied. Lands on both sides of St. Clair would be zoned CR L2 U100. This permits commercial uses, residential uses, and mixed commercial-residential uses. Industrial uses other than those which are also classified as "CR" uses, such as warehouses and motor vehicle repair shops class "A", would not be permitted except through the approval of a rezoning application in each case. A height limit of 14 metres (45 feet) is proposed for the entire CR district, which is consistent with other such areas in the City.

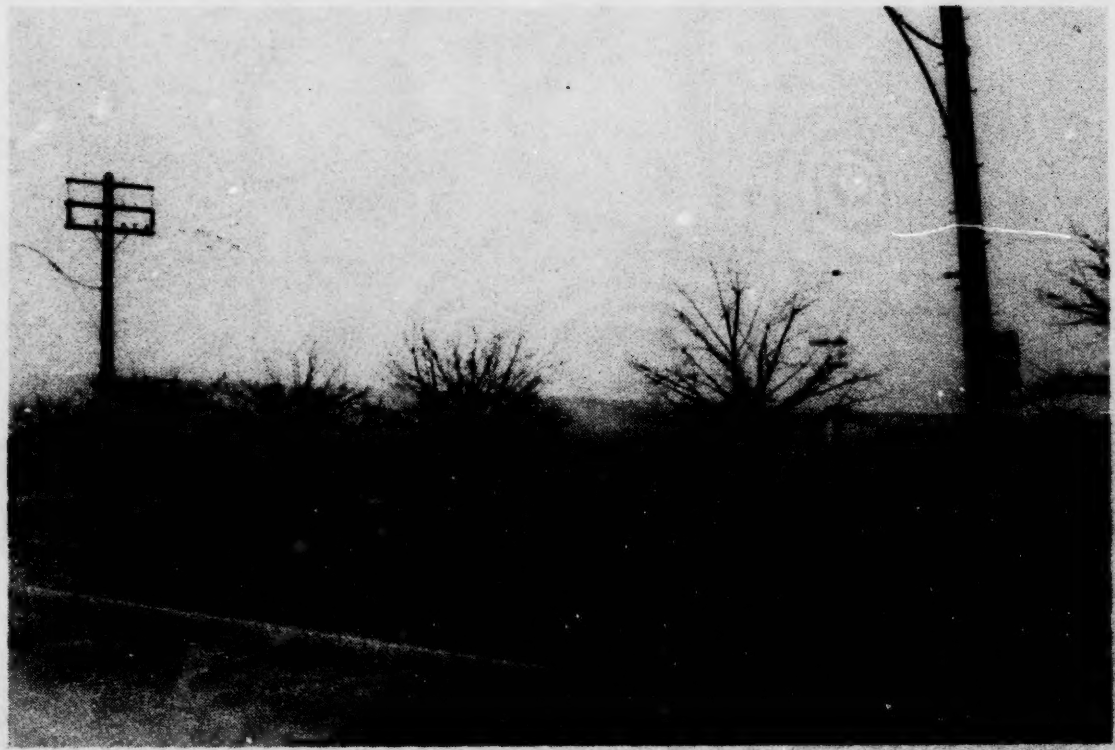
### 4.5.2 ST. CLAIR-OLD WESTON ROAD AREA

The north-west quadrant of the St. Clair-Old Weston Road intersection contains industrial and commercial uses as well as one residential use. An unusually large supermarket, built in 1976, dominates this area. It is intensively used, serving a wide regional market as well as local residential areas. The property is presently zoned C2 and C3, and due to By-law 220-77, which does not permit commercial uses in such zones, the supermarket constitutes a legal non-conforming use.

A wholesaling and retailing meat market is located at the north-west corner of the intersection, in a former hotel that is listed as a historical building (Heydon Place). The remainder of the area contains warehousing and offices. Due to the railway underpass on St. Clair Avenue, there is a severe difference in grade between the street and the lots fronting on it. Access is therefore difficult, and it is not likely that these lots would be used for anything but light industrial and non-retail commercial uses. The existing zoning in this area is a combination of C1, C2, and C3. It is proposed to be replaced with IC D2 L1. This would permit all existing uses. It would remove the legal non conforming status of the above mentioned

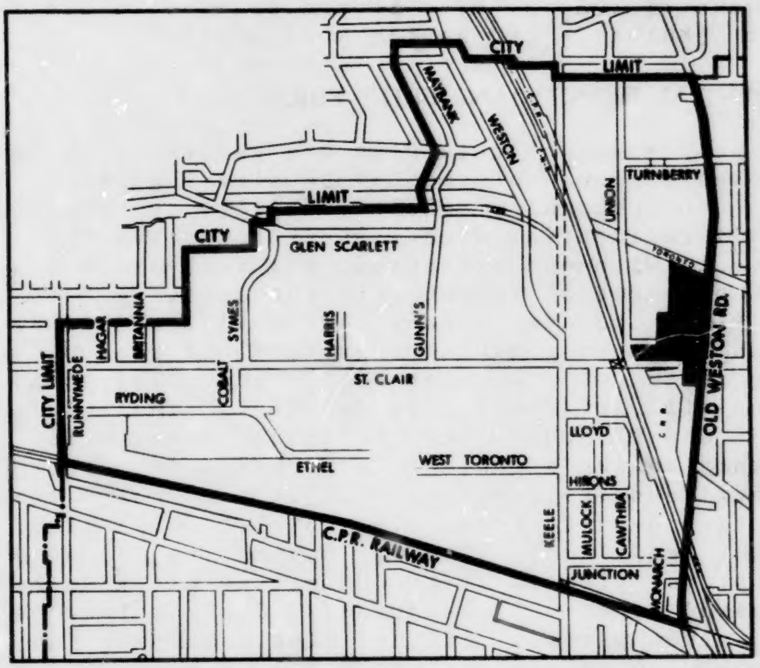


*The St. Clair-Old Weston Road area contains food, retail shops and industrial uses. The proposed zoning is IC D2 L1. Top: Heydon Place, a designated historic building that was a prominent landmark in the Town of West Toronto Junction. Bottom: The Darrigo's Supermarket, a large regional foodstore built in 1976. Its present legal non-conforming use status would be removed under the new zoning.*



supermarket, since such status does not appear to serve any useful function.

A height limit of 14 metres (45 feet) is proposed, consistent with the IC and CR zones in the Runnymede-St. Clair Area, and as well, the low rise feature of nearby residential areas.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## 4.6 LOW DENSITY RESIDENCE AREAS

The singularly most important aspect about the small residential areas located within the boundaries of the Stockyards Industrial District, is that they are situated on the periphery of one of the largest and heaviest concentration of industry in Metropolitan Toronto. Not surprisingly, the nature of this industrial area is such that it will always be detrimental to nearby pockets of housing, because of odour emissions, and noise and vibrations from heavy truck and railway traffic. As noted earlier, railways and industrial routes criss-cross the study area. The various residential areas, however, were developed as a result of the unprecedented employment opportunities offered by the new industrial centre being established in this area at the turn of the century. With few exceptions these residential areas have survived as small but solid pockets of housing, sometimes related physically to the larger residential neighbourhoods beyond the study area boundaries, but more often completely isolated from other residential neighbourhoods. It is within this context that Official plan policies and zoning regarding these residential pockets have been developed.

There are four distinct pockets of housing which are proposed to be designated as part of the Low Density Residence Area. Two other pockets of housing which are not proposed to be designated as part of the Low Density Residence Area, but as part of the General Industrial Area, have been discussed in Section 4.3.1 of this report (Mulock - Old Weston Road Area).

### 4.6.1 RESIDENTIAL DENSITY AND BUILT FORM

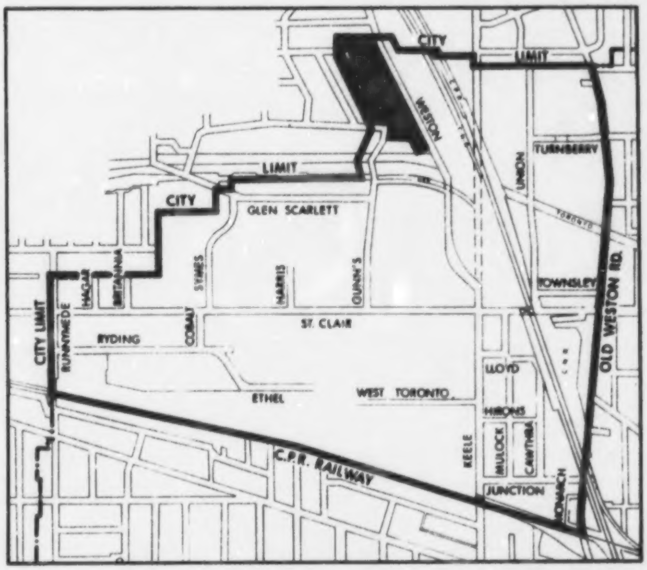
Policies proposed in this Plan are generally the same for all four proposed segments of the Low Density Residence Area. The intent is to recognize their viability as residential areas, albeit small residential areas, and to preserve them as such in the future. With one exception, all four areas are designated as part of the Area of Industry in the existing Part I of the Official Plan; however, they are all zoned R2 Z2 - a zoning district where housing having a gross floor area of up to 0.6 times the area of the lot is allowed. The Area of Industry designation will, of course, be deleted. The maximum density permitted under the new Official Plan will be 1.0; a complimentary zoning amendment is proposed in order to permit this higher density as-of-right. In many cases this upgrading of residential density from 0.6 to 1.0 will facilitate the building of additions without having to undergo a lengthy special approval process at the Committee of Adjustment. It is also proposed that all existing R2 designations be changed to R3, which also permits limited institutional uses such as nursing homes, convalescent homes, etc.

With respect to built form, the Plan proposes that bylaws to limit the height of buildings be passed. The intent is to preserve the low rise character of the "mini-neighbourhoods", which is consistent with height bylaws proposed for industrial zones. A height limit of 12 metres (38 feet) is proposed, which is adequate to permit houses of up to 4 storeys in height.

At the present time, the Zoning Bylaw requires a residential building to have a front yard setback of 6 metres (20 feet). The vast majority of residential buildings cannot comply with this regulation; some have setbacks of only 1 metre (3 feet). This requirement is a problem whenever a new verandah or cold cellar is built, or even more minor improvements are undertaken in front of the house. Whenever new houses are built at a point in midblock, gaps in the streetscape result, with a consequent reduction in backyard space. It is, therefore, proposed that the frontyard setback for residential properties be established as the average of the two adjacent properties, or 6 metres, whichever is less. Zoning changes to height and front yard setback would apply to all residentially zoned lands, including those discussed in Section 4.3.1 of the report (Keele-Mulock-Hirons area).

### 4.6.2 WESTON ROAD-MAYBANK AVENUE RESIDENTIAL AREA

The largest of the four residential pockets of housing centres on Maybank Avenue north of McCormack and includes the west side of Weston Road. A glance at a map of the study area reveals that this residential area is completely isolated from any neighbourhood. However, the approximately 115 residential units are part of a larger stable residential neighbourhood in the City of York, where there are such facilities as a park, community centre, and a school. There are no such facilities within the City of Toronto boundaries.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JUNCTION
MONARCH

The major impact on this area is from heavy truck traffic on Weston Road, which has recently been widened in conjunction with the extension of Highway 400. The demolition of the derelict Acme Screw and Gear factory buildings on Weston Road has resulted in an unprecedented improvement of this area. No adverse effects are expected as a result of the proposed commercial-industrial redevelopment of the rest of the site. The policies and regulation outlined in Section 4.6.1, regarding density and built form, will be implemented for this area. In addition, the Official Plan will contain a provision to permit the establishment of commercial uses of a local convenience nature, such as variety stores, and small restaurants through the approval of a rezoning application.

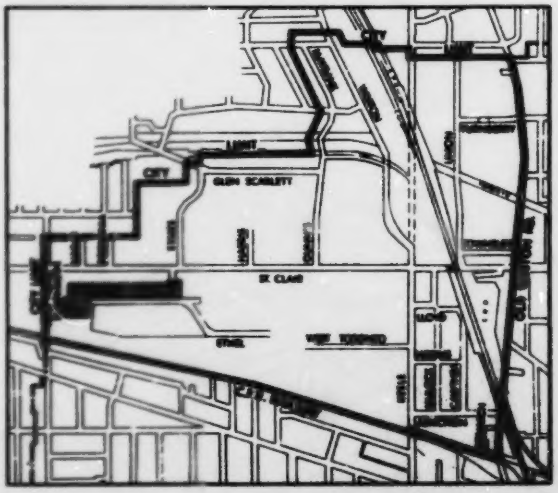
There are presently two such stores, which are legal non-conforming uses. The Plan recognizes the valuable services that

these uses provide, for the local population, and should be flexible enough to respond to community needs in the future. In order to ensure compatibility with adjacent residential uses, new commercial uses should be limited to the ground floor of buildings located on corner lots only. They should also be required to provide adequate buffering or screening, on the side abutting other lots.

*The 4 pockets of housing that would be designated as a "Low Density Residence Area" in the plan would also be zoned R3 Z3. This would permit residential uses and some "institutional residences" such as nursing homes, with a maximum floor area equal to the area of the lot. Photo: Weston Road.*

### 4.6.3 RYDING AVENUE RESIDENTIAL AREA

The Ryding Avenue residential area contains about 70 houses, including a few located on Cobalt Avenue. It is a stable residential area, with 2/3 of all the houses having been built



after World War II. Although most of the area is located across the street from Runnymede Park, a large old park with abundant mature trees, it is also adjacent to the stockyards area and in close proximity to the meat packing complex. In fact, Ryding Avenue is a truck route for many of the nearby industries. Odour is inevitably a problem for the residents, as explained in Section 4.6.

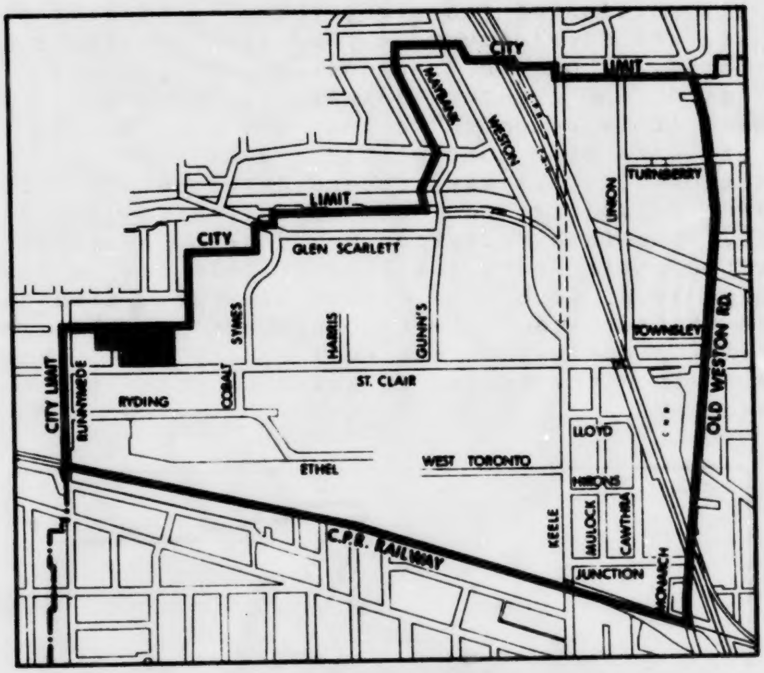
*Runnymede Park and houses on Ryding Avenue. The plan proposes that parks be created in the Mulock-Hirons area and on a former school site on St. Clair Avenue West, now vacant land.*

This area is already designated as a Low Density Residence Area in Part I of the Official Plan, and it is also zoned R2 Z2. This Plan will, therefore, only re-affirm the existing Plan. No change is proposed other than the upgrading of the zoning to R3 Z3 and front-yard setback regulations, as contained in Section 4.6.1.

### 4.6.4 HAGER-BRITANNIA RESIDENTIAL AREA

There are 44 residential units in this area which are in the City of Toronto; an additional 27 units are in the City of York. Most of the houses in the City were constructed over 50 years ago except for a row of ten houses on the west side of Hagar

Avenue which were constructed in 1965. The nearest City of Toronto recreational facility to this area is located in Runnymede Park which is itself not very accessible. A small nearby park is located in York. St. Clair School was located in the area until recently, but was demolished several years ago; children now go to an elementary school in the City of York.

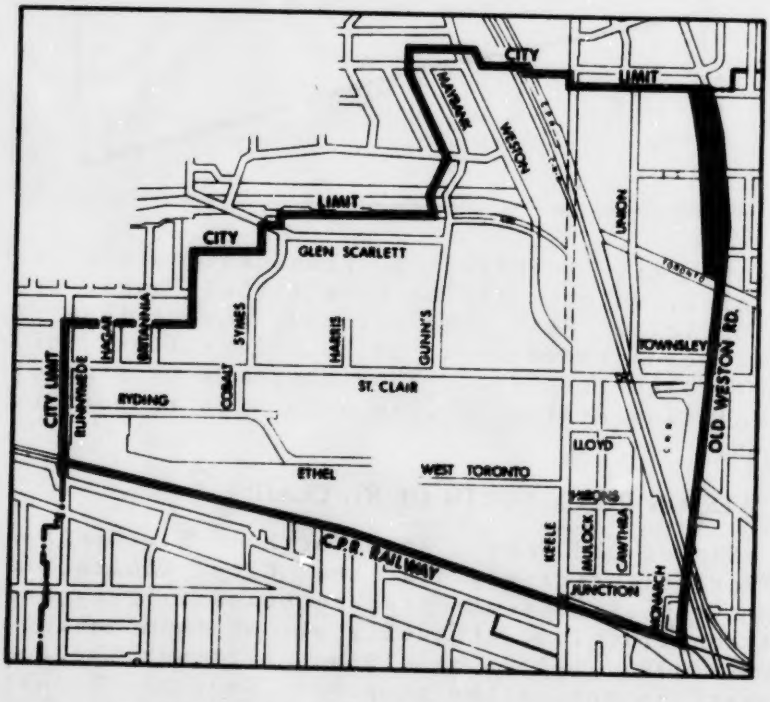

CITY
LIMIT
MAYBANK
WESTON
C.P.R.
UNION
TURNBERRY
LIMIT
CITY
GLEN SCARLETT
SYMES
HARRIS
GUNN'S
TOWNSLEY
OLD WESTON RD.
CITY LIMIT
RUNNYMEDE
COBALT
ST. CLAIR
RYDING
LLOYD
ETHEL
WEST TORONTO
HIRONS
KEELE
MULOCK
CAWTHRA
C.P.R. RAILWAY
JUNCTION
MONARCH

The present Part I Official Plan designation is Low Density Residence Area, which would be re-affirmed under the proposed Part II Official Plan. The existing zoning is R2 Z2, which is proposed to be upgraded to R3 Z3; a height limit of 12 metres (38 feet) is also proposed. Thus there is no significant change from the existing status of this area with respect to land use legislation.

### 4.6.5 OLD WESTON ROAD, NORTH OF ST. CLAIR

The west side of Old Weston Road north of St. Clair, between the Ontario Hydro right-of-way and the City limits, contains an unbroken strip of 60 semi-detached houses. They are relatively recent in construction, virtually all of them having been built either in 1939, 1945, or 1964. Although the rear of all of these properties border the proposed General Industrial Area, they are a physical extension of the residential area located east of Old Weston Road and within the City of York to the north.

The heavy traffic on Old Weston Road, particularly local truck traffic, is certainly a detrimental factor from the standpoint of a desirable residential environment, but not unlike numerous other residential strip located along arterial roads in the City. Of greater concern in recent years has been a largely vacant 1.7 hectares (4 acre) site at the rear. In addition to noise and traffic generated by an automobile pound located on the northerly portion of the site, there is significant concern that any future development on this site should be designed to minimize the impact on the residential properties. This has been discussed in greater detail in Section 4.3.2 of this report, where it is recommended that the site be designated as an area of site plan control under Section 40 of The Planning Act of Ontario. In this way, future developments will have to be designed according to set criteria regarding buffering, access, etc. The ideal solution would be to construct a masonry wall along the entire east lot line of this sie, a feature which has already been done in other similar situations. An alternative buffer would be to construct a public lane between the industrial property and the residential area, but this is impractical since the houses in question presently have private driveway access.


CITY
LIMIT
MAYBANK
WESTON
UNION
TORONTO
LIMIT
CITY
GLEN SCARLETT
TOWNSLEY
OLD WESTON RD.
HAGAR
BRITANNIA
SYMES
HARRIS
GUNN'S
ST. CLAIR
RYDING
COBALT
CITY LIMIT
RUNNYMEDE
LLOYD
ETHEL
WEST TORONTO
KEELE
MULOCK
CAWTHRA
C.P.R. RAILWAY
JUNCTION
MONARCH

The existence of the residential area across the road will continue to reinforce the residential area on the west side of Old Weston Road. The fact that the houses in question are of recent construction and are mostly owner-occupied confirms the strong likelihood that the area will continue to be a stable residential area in the long term. The above-mentioned traffic and potential industrial concerns notwithstanding, this area cannot be termed to be a marginal residential area. The typical residential lot north of St. Clair is fairly large averaging between 220 and 300 square metres. It is an unbroken, solid strip, with great uniformity in design and height. The present Official Plan designation of Low Density Residence Area, which applies to the majority, but not all of the houses, will, therefore, be re-affirmed, expanding it to include all of the 60 properties. As in other residential areas, the present R2 Z2 zoning will be changed to R3 Z3, and a height limit of 12 metres (38 feet) will be established. In this way, the character of the area will be maintained, while allowing greater flexibility to homeowners undertaking improvements.

## 4.7 PARKS

Within the study area there is only one park - Runnymede Park. Located on the south side of Ryding Avenue, the park is one of the oldest in the City, having been established and developed in the early part of the century. Its main feature is the George Bell Arena, which has been in operation since 1967. It also contains the usual playground, wading pool, and other such facilities. It is a heavily treed park, featuring a great number of stately oaks and maples, providing an unusual counter balance to the adjacent stockyards and meatpackers. A minor but unusually remarkable feature of the park is that it may be the only park in the world which is traversed by an open rail spur line which is occasionally still used. Presently designated Low Density Residential, it will be redesignated as a local park. The current zoning G will be reaffirmed. This zoning category permits only parks and related uses.

With the exception of Ryding Avenue, the various residential pockets within the study area are deficient in park space. In particular, the City of Toronto Parks report of May 1980, classifies the Hirons-Mulock area as a no. 3 area of priority for park space (the highest priority is no. 1, the lowest no. 20). There are only 6 other areas in the city that are deemed to be more deficient in park space. The high priority rating of this area is not surprising, given the fact that it is located within a large industrial area. Nevertheless, a small playground should be provided in this area. The City should seek to find an appropriate site. In the event that in the long term the area is redeveloped industrially, the park would be useful for industrial workers in the area (see Recommendation 9.3(a)).

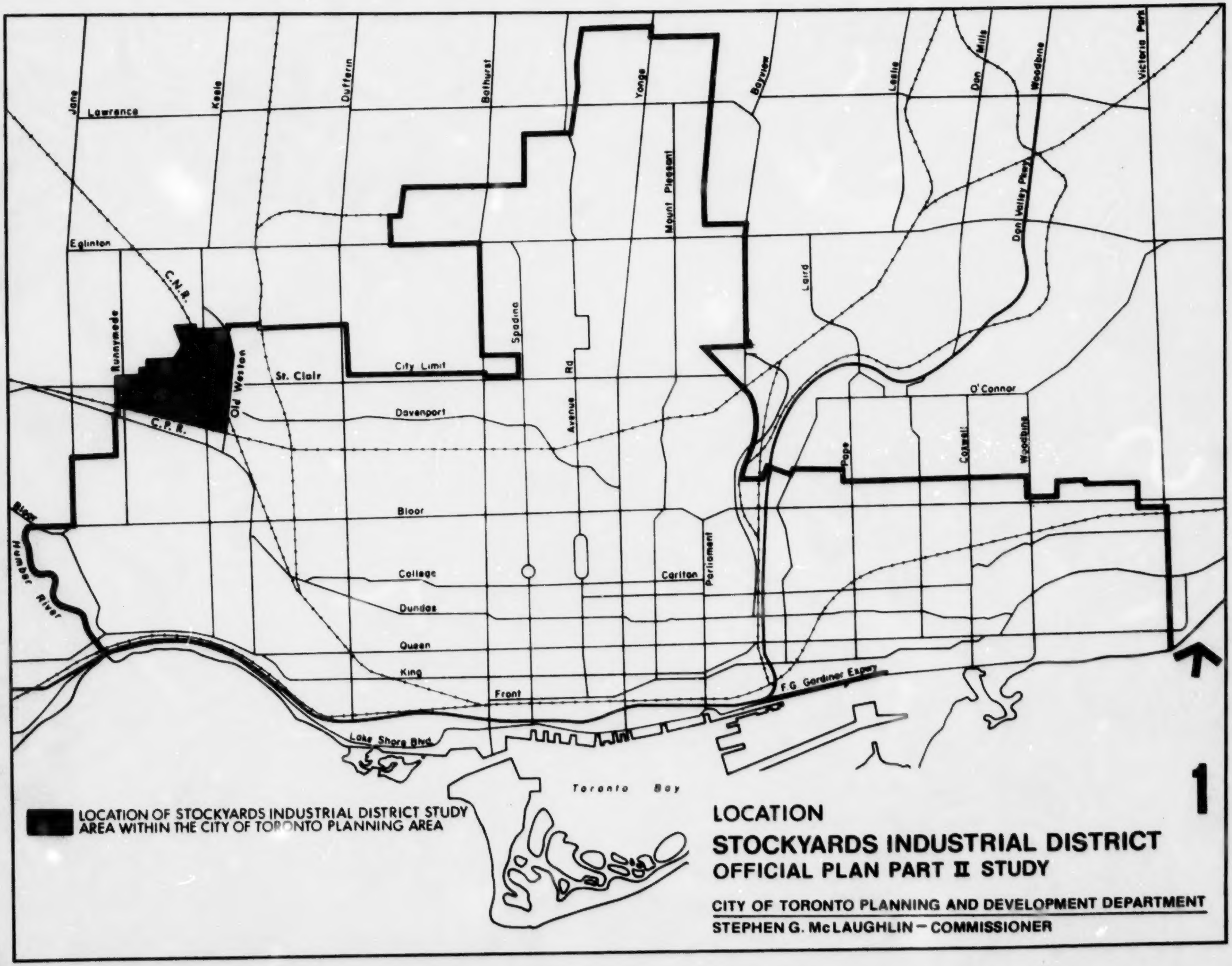
On the north side of St. Clair Avenue, between the Hager-Britaunia residential area and the International Harvester site is a vacant parcel of land owned by the Toronto Board of

Education. Just under one acre in size, it was the site of St. Clair Public School, until it was demolished in 1974. It has since remained vacant. A very desirable use of this site would be a park. As a park, it would function as a "natural" and effective buffer zone between the residential area and the industrial area. It would provide a new facility for area residents, and especially for the area's large industrial workforce.

In the past, officials from the Toronto Board of Education have indicated that the Board would be prepared to lease it to the City for a nominal sum, for park purposes. Apparently, officials from the City's Department of Parks and Recreation have been of the opinion that development and maintenance costs would be too high to justify for such a small population in the area.

On the other hand, this parcel of land abuts the core of a major industrial area where several thousand workers are employed. As a park, it would perhaps be of greatest use to the people working on the north side of St. Clair Avenue. The overriding factor in evaluating the development of a park on the above-mentioned site should not be limited to its viability as a playground for the nearby resident population, but equally as a green park serving the industrial workers of the area.

It is therefore proposed that this site be designated a local park and zoned G. There may be a legal impediment in zoning as "G" any lot that is not owned out right by the City, even though it may be leased on a long term basis. If this were the case, then an alternative zoning designation must be employed, designed to preserve the land for parkland. The Commissioner of Parks and Recreation should be requested to report, in consultation with the Commissioner of Planning and Development and the Board of Education, on the feasibility of the City purchasing, or alternatively leasing, on a long term basis, the above-mentioned parcel of land, and on development costs of a park, including a playground facility and landscaping, having particular regard for the potential to create a buffer between the industrial and residential areas (see Recommendation 9.3(b)).

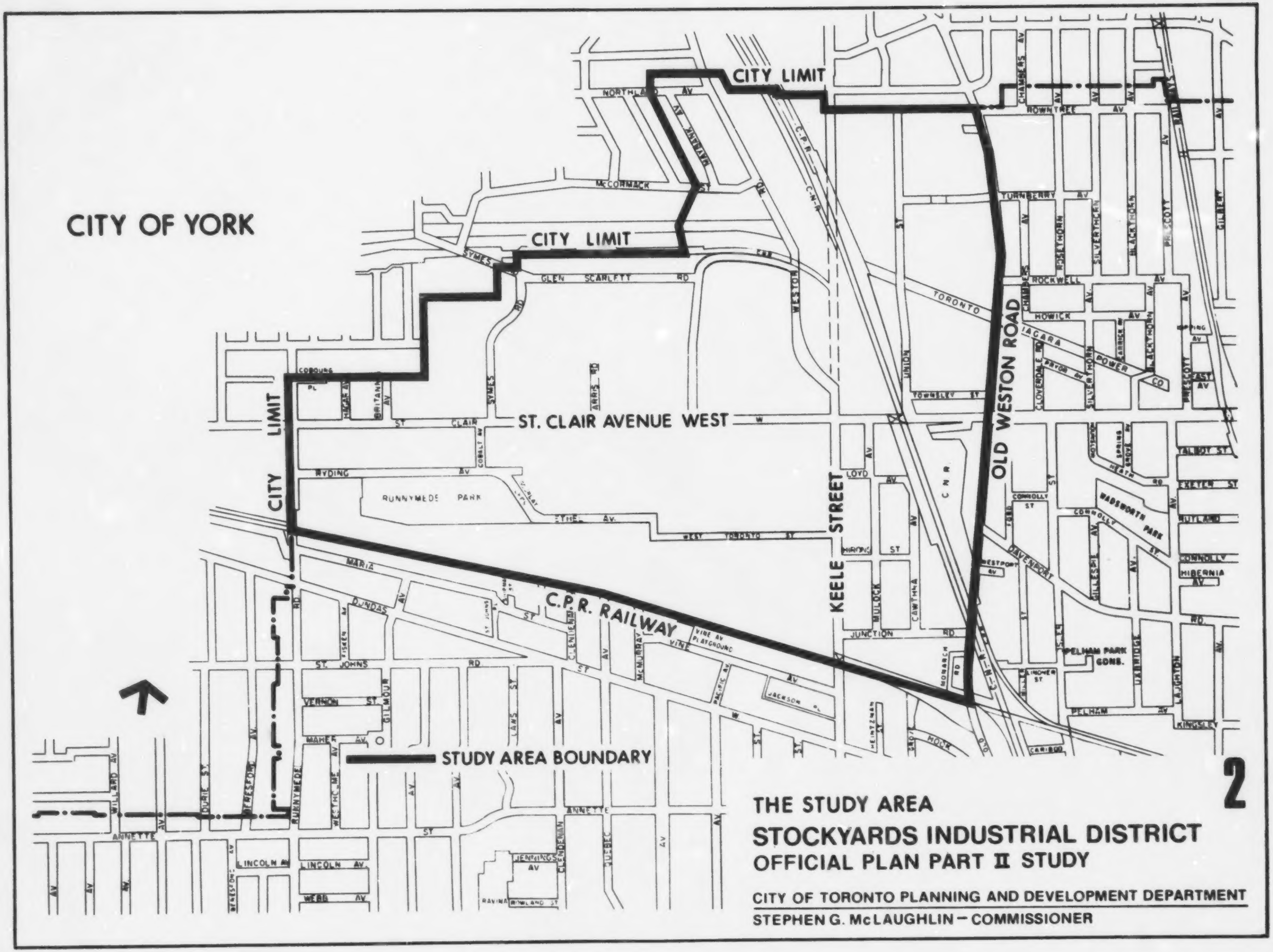

Jane
Lawrence
Keele
Dufferin
Bathurst
Yonge
Bayview
Leslie
Don Mills
Woodbine
Victoria Park
Mount Pleasant
Eglinton
C.N.R.
Laird
Don Valley Pkwy
Runnymede
Old Weston
St. Clair
City Limit
Spadina
Avenue Rd
O'Connor
Davenport
C.P.R.
Pope
Coxwell
Woodbine
Bloor
Bloor
Humber River
College
Carlton
Parliament
Dundas
Queen
King
Front
F.G. Gardiner Expwy
Lake Shore Blvd.
Toronto Bay

■ LOCATION OF STOCKYARDS INDUSTRIAL DISTRICT STUDY AREA WITHIN THE CITY OF TORONTO PLANNING AREA

1

LOCATION
STOCKYARDS INDUSTRIAL DISTRICT
OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER

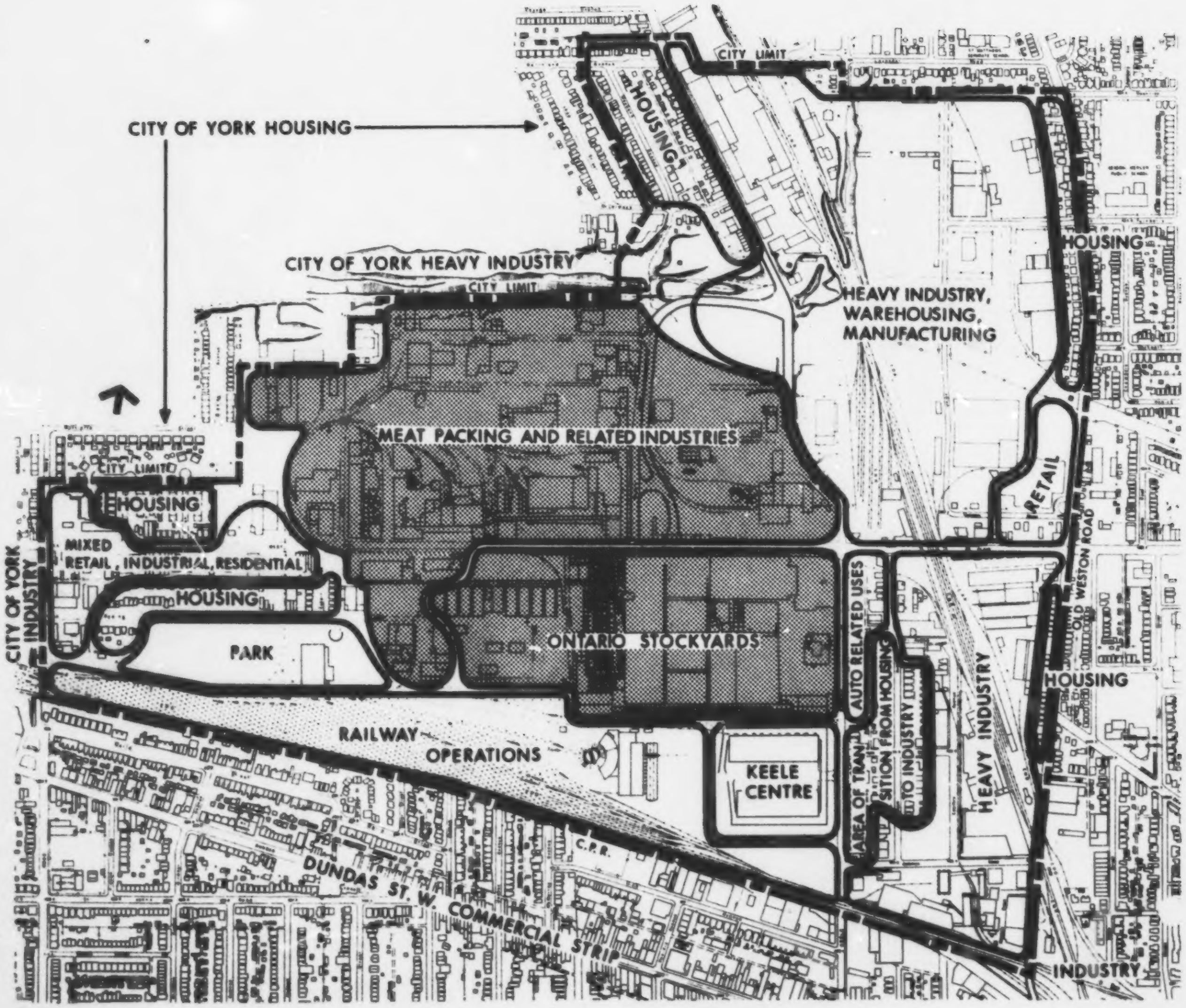

CITY OF YORK
CITY LIMIT
CITY LIMIT
CITY LIMIT
OLD WESTON ROAD
ST. CLAIR AVENUE WEST
KEELE STREET
C.P.R. RAILWAY
RUNNYMEDE PARK
STUDY AREA BOUNDARY
2

THE STUDY AREA

**STOCKYARDS INDUSTRIAL DISTRICT**

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER


CITY OF YORK HOUSING
CITY LIMIT
HOUSING
CITY OF YORK HEAVY INDUSTRY
CITY LIMIT
HEAVY INDUSTRY, WAREHOUSING, MANUFACTURING
HOUSING
MEAT PACKING AND RELATED INDUSTRIES
CITY LIMIT
HOUSING
MIXED RETAIL, INDUSTRIAL, RESIDENTIAL
HOUSING
CITY OF YORK INDUSTRY
PARK
ONTARIO STOCKYARDS
AUTO RELATED USES
AREA OF TRANSITION FROM HOUSING TO INDUSTRY
HEAVY INDUSTRY
RETAIL
OLD WESTON ROAD
HOUSING
RAILWAY OPERATIONS
KEELE CENTRE
C.P.R.
DUNDAS ST. W. COMMERCIAL STRIP
INDUSTRY

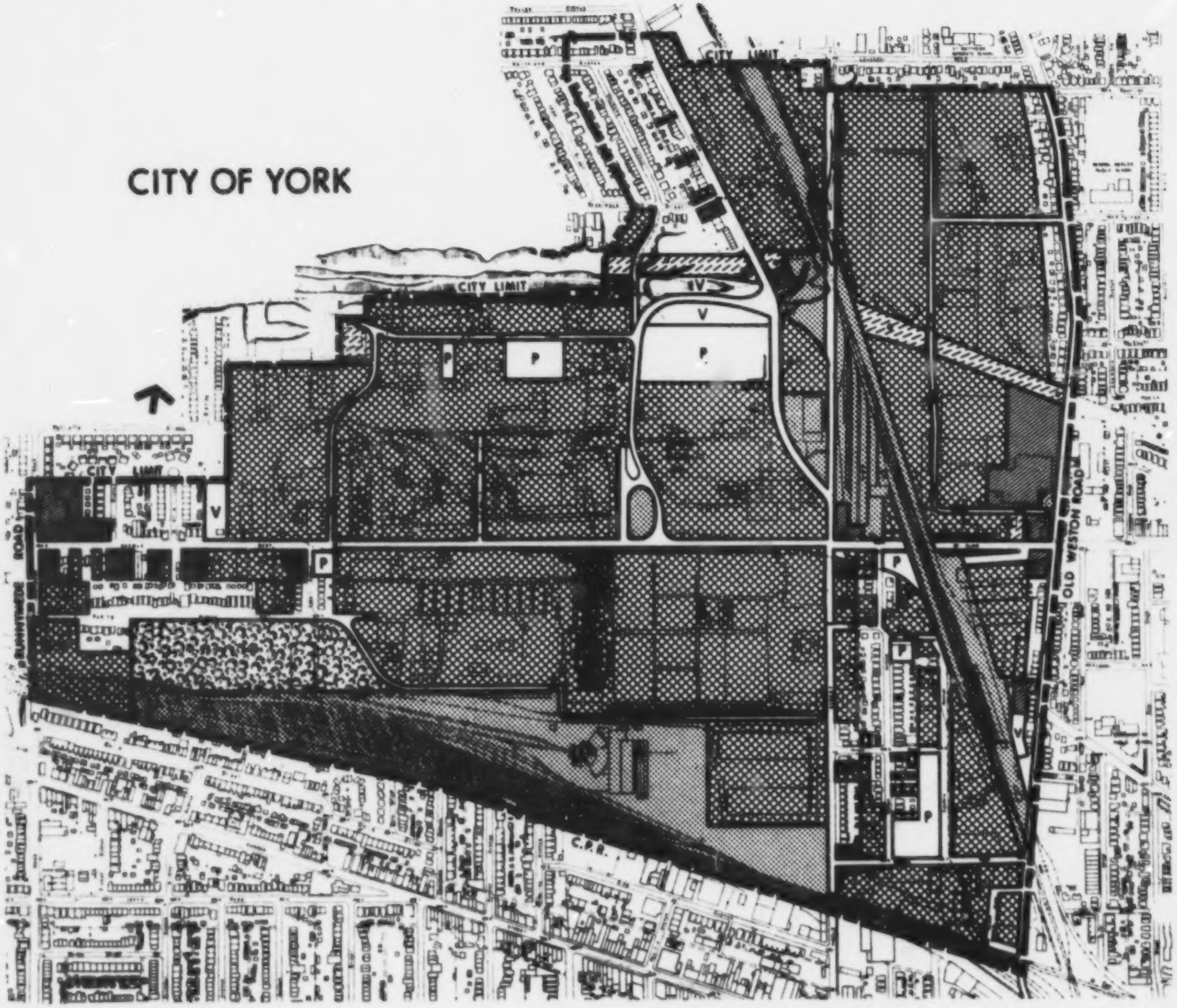
3

MAJOR LAND USE AREAS

STOCKYARDS INDUSTRIAL DISTRICT

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER


CITY OF YORK
CITY LIMIT
CITY LIMIT
CITY LIMIT
OLD WESTON ROAD
RUNNYMEDE ROAD
C.P.R.
P
V
RESIDENTIAL
COMMERCIAL (INCLUDING RETAIL, SERVICES, OFFICES AND AUTO SALES AND SERVICES)
INSTITUTIONAL (INCLUDING SCHOOLS, CHURCHES AND PLACES OF AMUSEMENT)
INDUSTRIAL (INCLUDING WAREHOUSING)
PUBLIC PARKS
UTILITIES
PARKING
TRANSPORTATION
VACANT

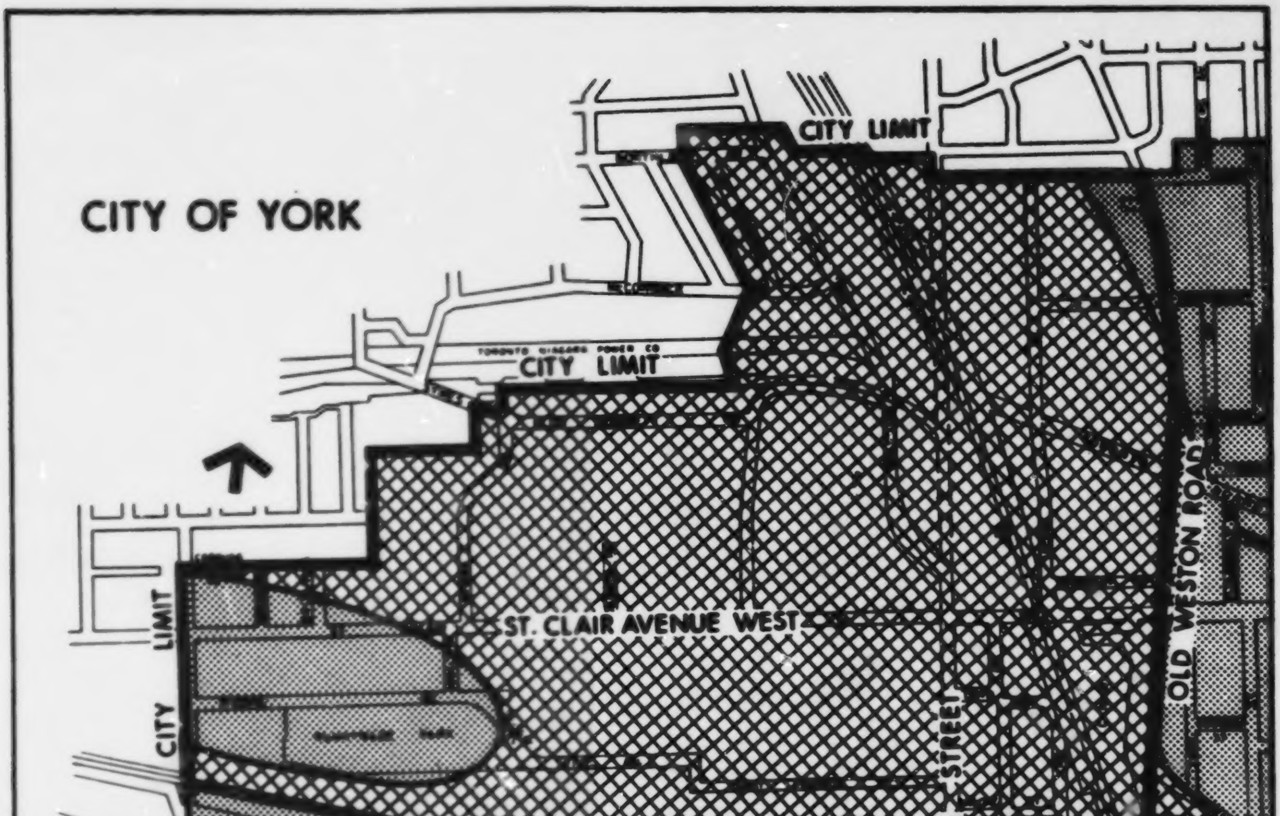
4

**EXISTING LAND USE**

## STOCKYARDS INDUSTRIAL DISTRICT

**OFFICIAL PLAN PART II STUDY**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER


CITY OF YORK
CITY LIMIT
TORONTO NIAGARA POWER CO
CITY LIMIT
CITY LIMIT
ST. CLAIR AVENUE WEST
KEELE STREET
OLD WESTON ROAD
C.P.R. RAILWAY

▒ LOW DENSITY RESIDENCE AREA

▨ AREA OF INDUSTRY

■ DISTRICT COMMERCE CENTRE

**5**

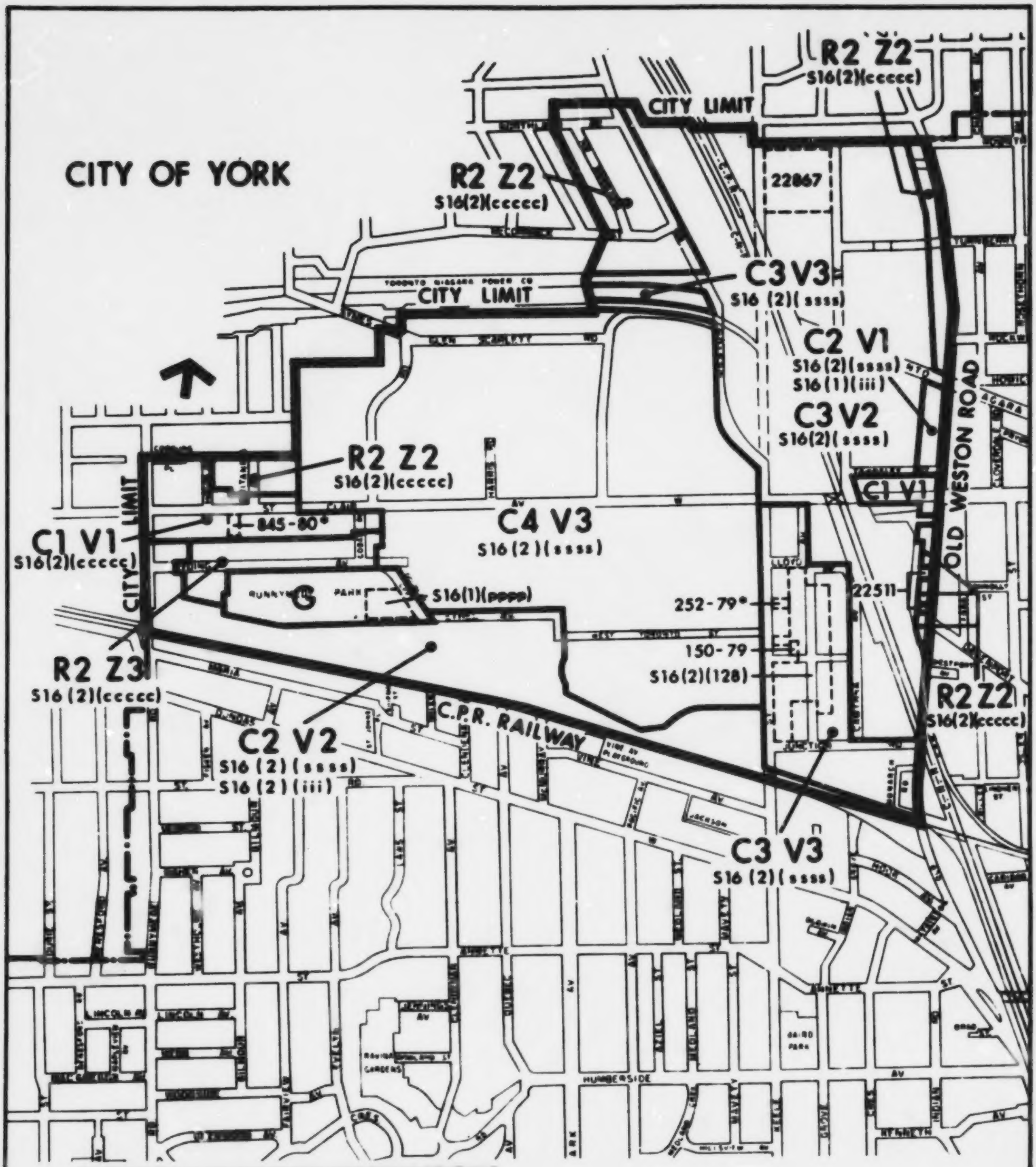
EXISTING OFFICIAL PLAN (GENERALIZED)

## STOCKYARDS INDUSTRIAL DISTRICT

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

STEPHEN G. McLAUGHLIN — COMMISSIONER


CITY OF YORK
R2 Z2
S16(2)(ccccc)
CITY LIMIT
22867
C3 V3
S16 (2)( ssss)
CITY LIMIT
GLEN SCARLETT RD
C2 V1
S16(2)(ssss)
S16(1)(iii)
C3 V2
S16(2)(ssss)
OLD WESTON ROAD
R2 Z2
S16(2)(ccccc)
C1 V1
845-80*
C4 V3
S16(2)(ssss)
C1 V1
S16(2)(ccccc)
CITY LIMIT
RUNNYMEDE PARK
S16(1)(pppp)
252-79*
22511
150-79
S16(2)(128)
R2 Z3
S16 (2)(ccccc)
R2 Z2
S16(2)(ccccc)
C.P.R. RAILWAY
C2 V2
S16 (2) (ssss)
S16 (2) (iii)
C3 V3
S16 (2)(ssss)
ANNETTE
HUMBERSIDE
LINCOLN AV
JACKSON

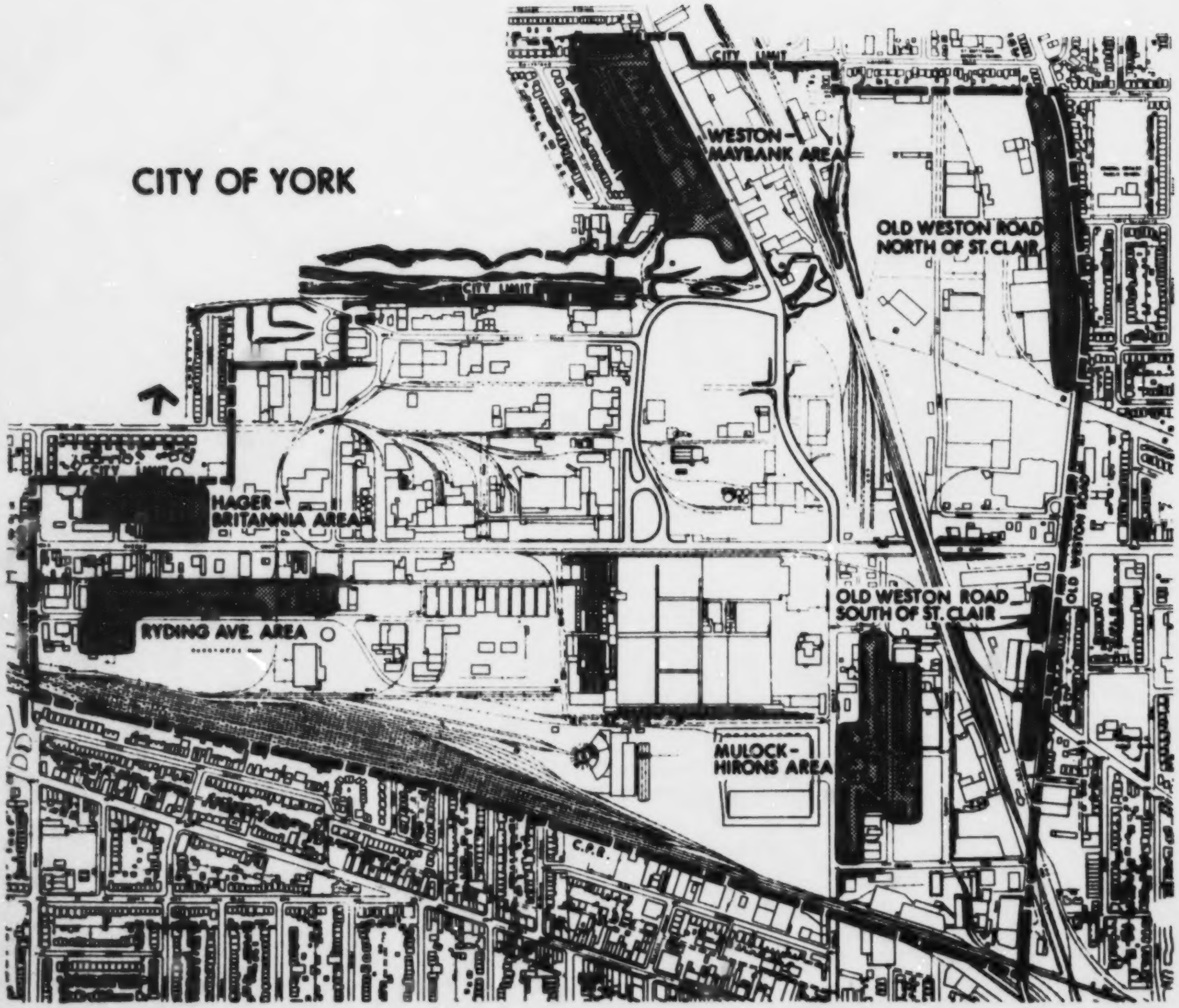
*ONTARIO MUNICIPAL BOARD APPROVALS PENDING

**6**

## EXISTING ZONING
## STOCKYARDS INDUSTRIAL DISTRICT
## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

STEPHEN G. McLAUGHLIN – COMMISSIONER

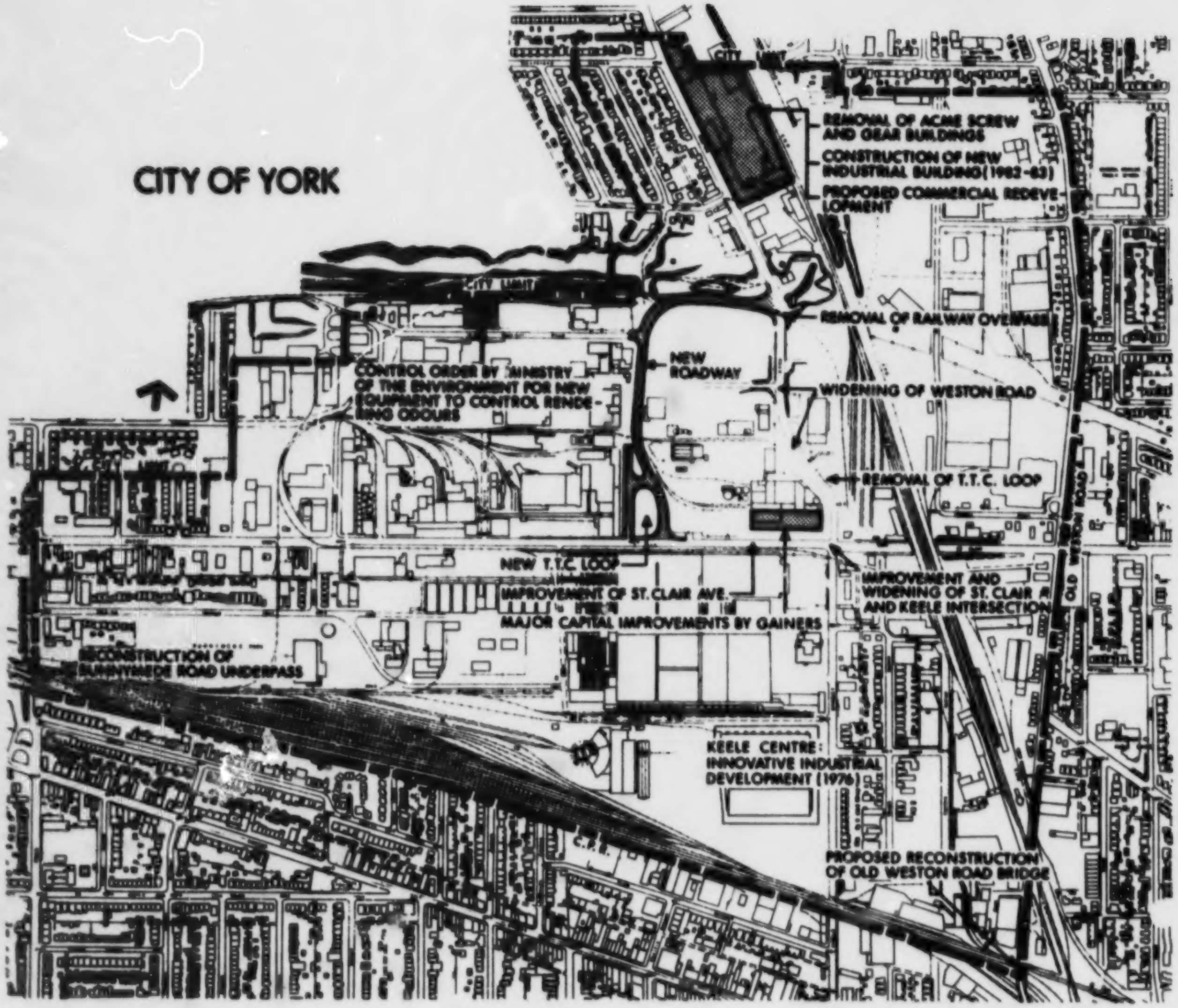

CITY OF YORK
WESTON–MAYBANK AREA
OLD WESTON ROAD NORTH OF ST. CLAIR
CITY LIMIT
CITY LIMIT
CITY LIMIT
HAGER–BRITANNIA AREA
RYDING AVE. AREA
OLD WESTON ROAD
OLD WESTON ROAD SOUTH OF ST. CLAIR
MULOCK–HIRONS AREA
C.P.R.

**7**

RESIDENTIAL POCKETS

STOCKYARDS INDUSTRIAL DISTRICT
OFFICIAL PLAN PART II STUDY

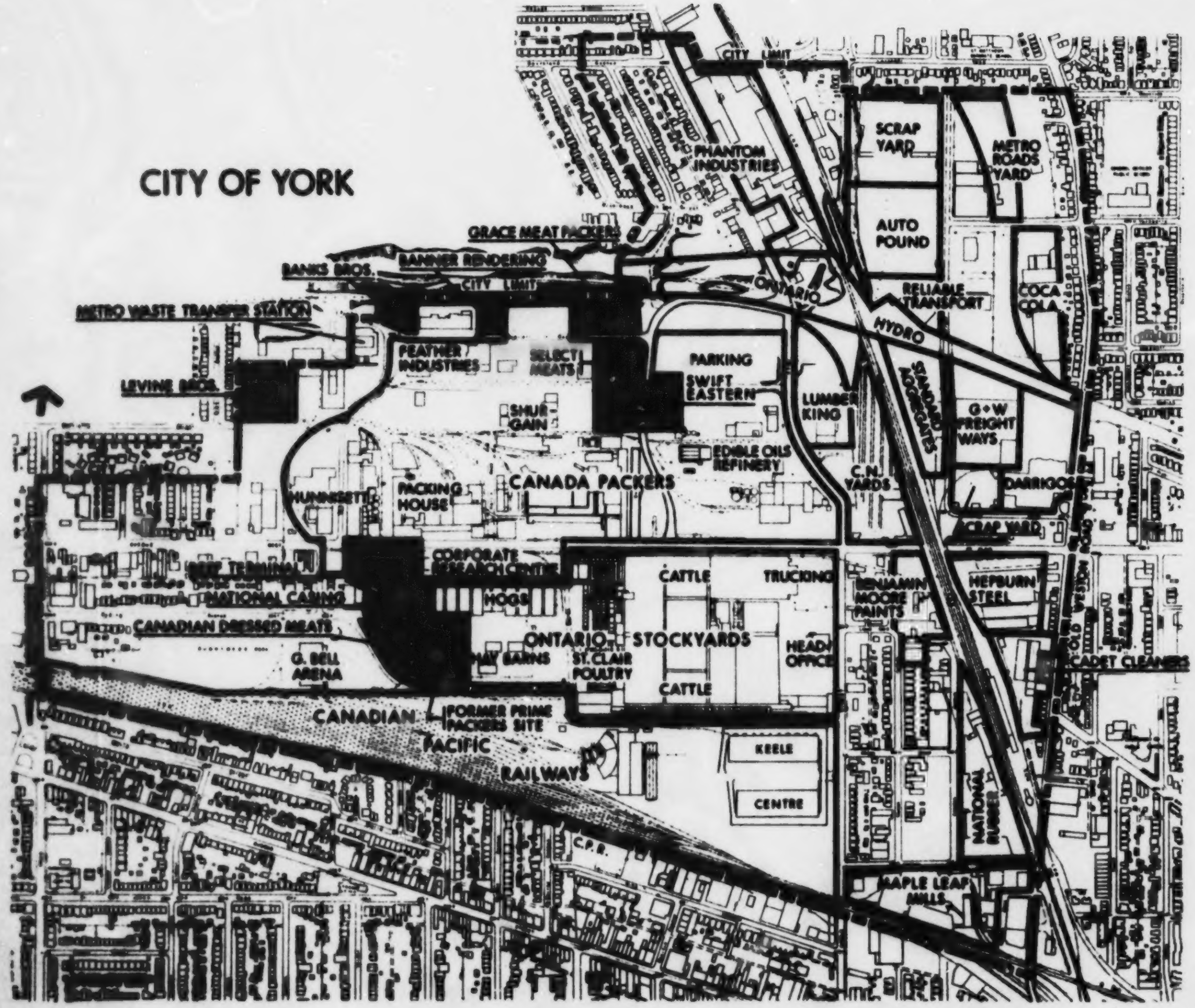
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER


CITY OF YORK
CITY LIMIT
REMOVAL OF ACME SCREW AND GEAR BUILDINGS
CONSTRUCTION OF NEW INDUSTRIAL BUILDING (1982-83)
PROPOSED COMMERCIAL REDEVELOPMENT
CITY LIMIT
REMOVAL OF RAILWAY OVERPASS
NEW ROADWAY
CONTROL ORDER BY MINISTRY OF THE ENVIRONMENT FOR NEW EQUIPMENT TO CONTROL RENDERING ODOURS
WIDENING OF WESTON ROAD
REMOVAL OF T.T.C. LOOP
OLD WESTON ROAD
NEW T.T.C. LOOP
IMPROVEMENT OF ST. CLAIR AVE.
IMPROVEMENT AND WIDENING OF ST. CLAIR A
AND KEELE INTERSECTION
MAJOR CAPITAL IMPROVEMENTS BY GAINERS
RECONSTRUCTION OF RUNNYMEDE ROAD UNDERPASS
KEELE CENTRE: INNOVATIVE INDUSTRIAL DEVELOPMENT (1976)
C.P.R.
PROPOSED RECONSTRUCTION OF OLD WESTON ROAD BRIDGE

8

**RECENT IMPROVEMENTS**
**STOCKYARDS INDUSTRIAL DISTRICT**
**OFFICIAL PLAN PART II STUDY**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER

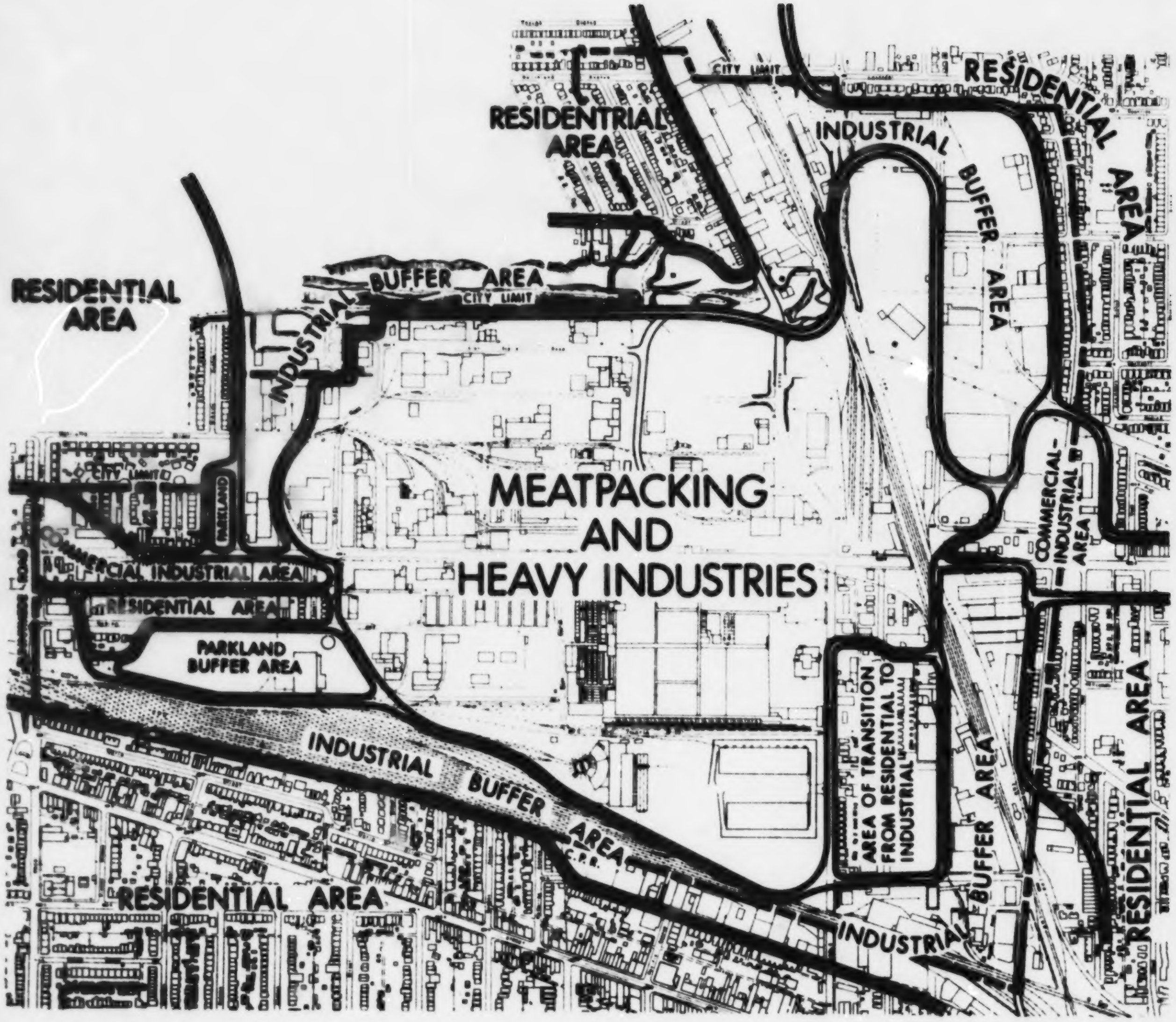

CITY OF YORK
CITY LIMIT
PHANTOM INDUSTRIES
SCRAP YARD
METRO ROADS YARD
AUTO POUND
GRACE MEAT PACKERS
BANNER RENDERING
BANKS BROS.
CITY LIMIT
ONTARIO
RELIABLE TRANSPORT
COCA COLA
METRO WASTE TRANSFER STATION
HYDRO
FEATHER INDUSTRIES
SELECT MEATS
PARKING
SWIFT EASTERN
LEVINE BROS.
SHUR-GAIN
LUMBER KING
STANDARD AGGREGATES
G+W FREIGHT WAYS
EDIBLE OILS REFINERY
HUNNISETT
PACKING HOUSE
CANADA PACKERS
C.N. YARDS
DARRIGOS
SCRAP YARD
CORPORATE RESEARCH CENTRE
BEEF TERMINAL
NATIONAL CASING
CANADIAN DRESSED MEATS
CATTLE
TRUCKING
HOGS
BENJAMIN MOORE PAINTS
HEPBURN STEEL
ONTARIO STOCKYARDS
HAY BARNS
ST. CLAIR POULTRY
HEAD OFFICE
CADET CLEANERS
G. BELL ARENA
CATTLE
CANADIAN
FORMER PRIME PACKERS SITE
PACIFIC
RAILWAYS
KEELE
CENTRE
C.P.R.
NATIONAL RUBBER
MAPLE LEAF MILLS
WESTON ROAD
MAJOR LAND OWNERS AND SITES
MEAT-PACKING AND RELATED USES

1

MAJOR LAND OWNERS (OVER 4 ACRES)

STOCKYARDS INDUSTRIAL DISTRICT
OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER


RESIDENTIAL AREA
RESIDENTRIAL AREA
CITY LIMIT
RESIDENTIAL AREA
INDUSTRIAL BUFFER AREA
INDUSTRIAL BUFFER AREA
CITY LIMIT
CITY LIMIT
PARKLAND
COMMERCIAL INDUSTRIAL AREA
RESIDENTIAL AREA
PARKLAND BUFFER AREA
MEATPACKING AND HEAVY INDUSTRIES
COMMERCIAL-INDUSTRIAL AREA
AREA OF TRANSITION FROM RESIDENTIAL TO INDUSTRIAL
INDUSTRIAL BUFFER AREA
C.P.R.
RESIDENTIAL AREA
INDUSTRIAL BUFFER AREA
RESIDENTIAL AREA

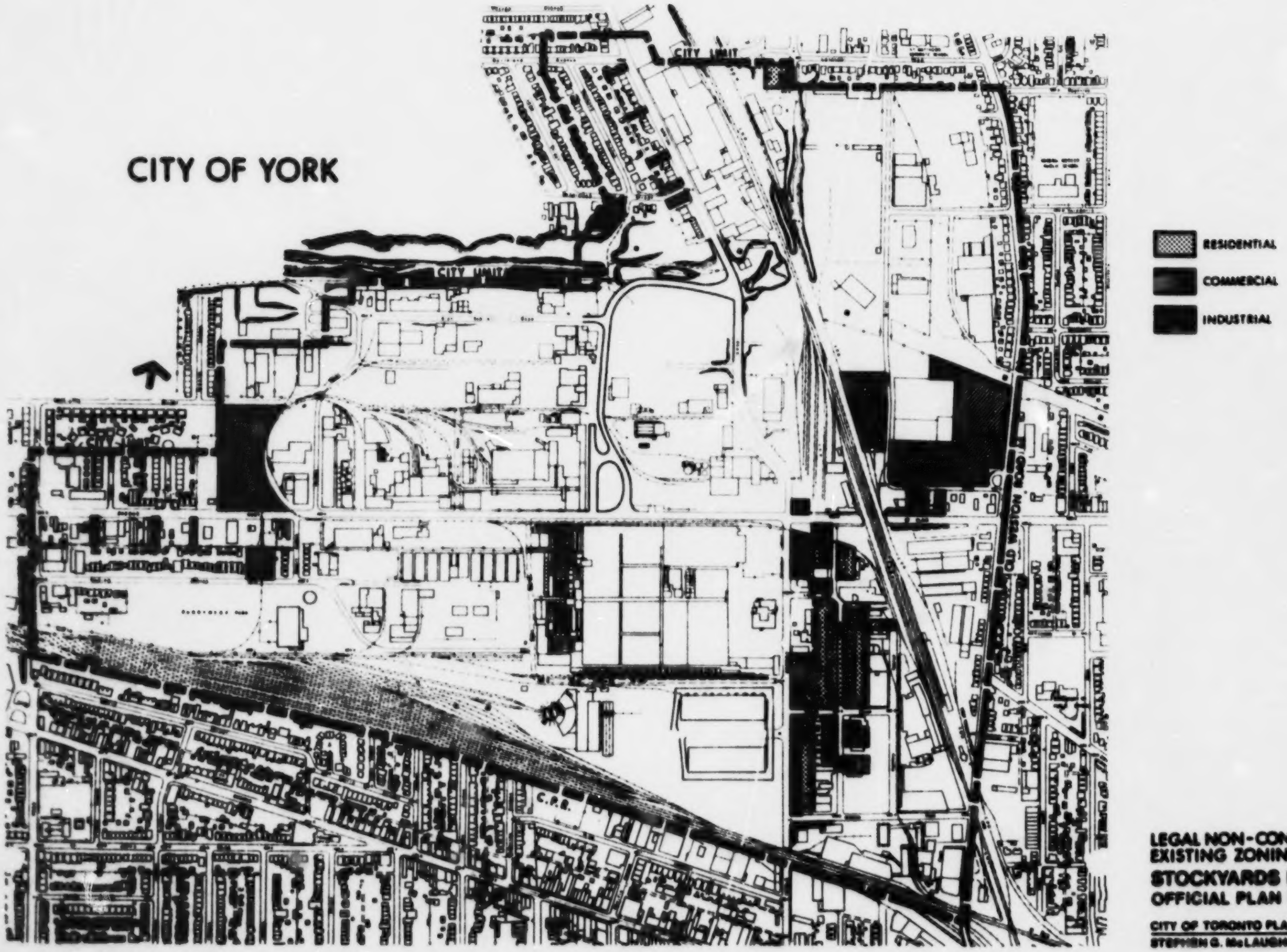
**10**

LAND USE CONTEXT AND APPROACH

**STOCKYARDS INDUSTRIAL DISTRICT**

**OFFICIAL PLAN PART II STUDY**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER

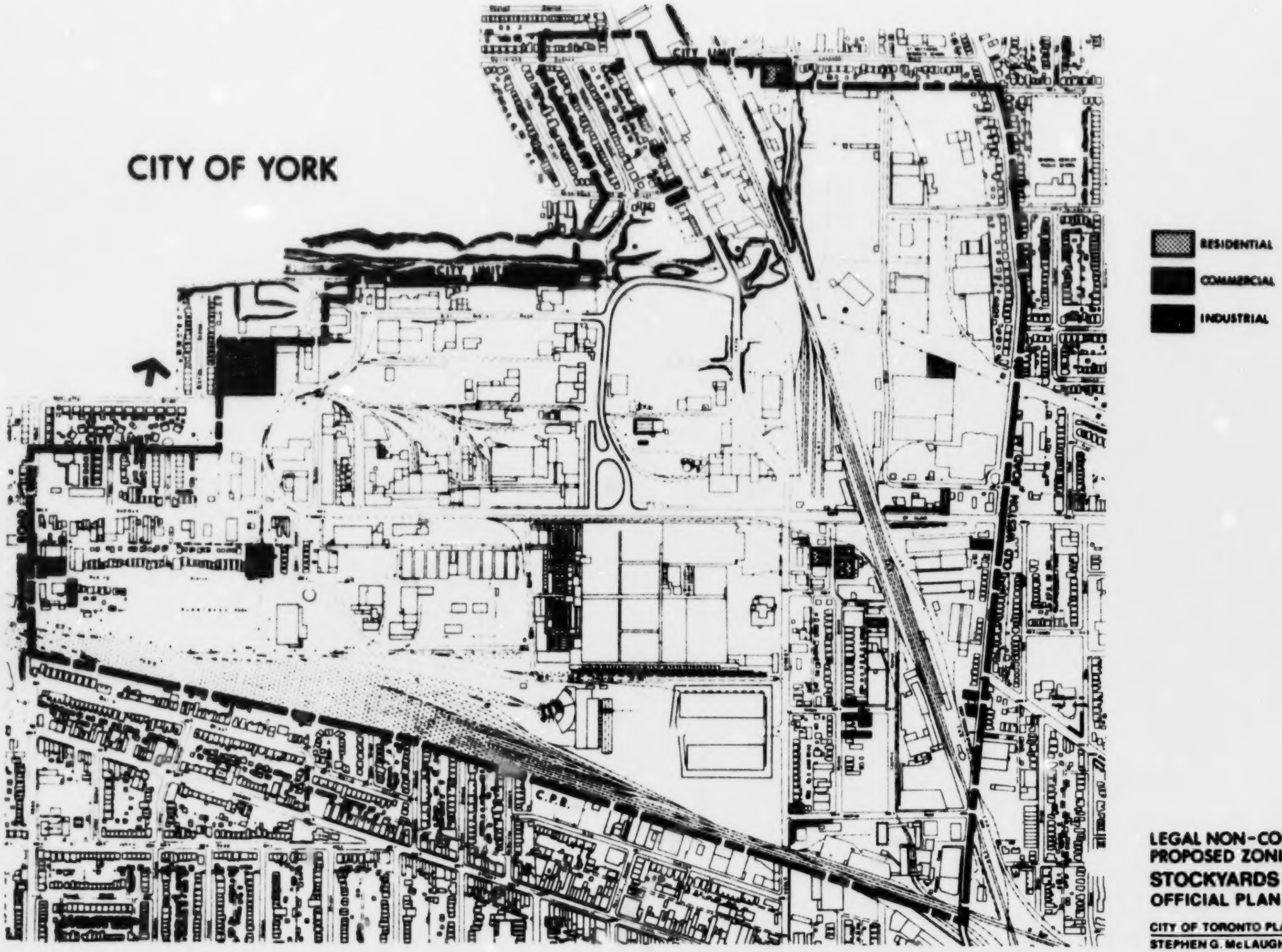

CITY OF YORK
CITY LIMIT
CITY LIMIT
OLD WESTON ROAD
C.P.R.
RESIDENTIAL
COMMERCIAL
INDUSTRIAL

11

LEGAL NON-CONFORMING USES UNDER EXISTING ZONING

STOCKYARDS INDUSTRIAL DISTRICT
OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER


CITY OF YORK
CITY LIMIT
CITY LIMIT
CITY LIMIT
OLD WESTON ROAD
C.P.R.
RESIDENTIAL
COMMERCIAL
INDUSTRIAL

12

LEGAL NON-CONFORMING USES UNDER PROPOSED ZONING

STOCKYARDS INDUSTRIAL DISTRICT
OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER

## 5. SUMMARY OF RECOMMENDATIONS

PART II OFFICIAL PLAN

That the following statements and maps be considered for the purpose of amending the Official Plan for the City of Toronto Planning Area.

1. INTERPRETATION

1.1 For the purpose of amending the Official Plan for the City of Toronto Planning Area, the Stockyards Industrial District is defined as the area within the solid dark line as shown on Map A.

1.2 This amendment is deemed to be Part II of the Official Plan for the Stockyards Industrial District.

1.3 The boundaries of the Heavy Industrial Area, General Industrial Areas, Restricted Industrial Area, General Use Areas, Low Density Residence Areas and Local Parks are as set out on Map A which forms part of this amendment.

1.4 The text and maps of Part I of the Official Plan shall continue to apply to the Stockyards Industrial District, except in cases where the text and maps of this amendment are in conflict therewith, in which case the text and maps of this amendment shall prevail.

## 2. GENERAL

2.1 The Stockyards Industrial District is a predominantly heavy industrial area. It has historically been dominated by the Ontario Stockyards, a large concentration of meat-packing and related industries, and a wide range of other manufacturing and heavy industrial uses. Around its periphery, the area contains a number of small pockets of housing, and a mix of retail, service, and light industrial uses, all of which constitute minor land use components within the area. Consistent with the City's policy to maintain and strengthen its industrial base, it is the policy of Council to preserve the Stockyards Industrial District as one of the City's major industrial areas. To this end Council shall use its powers of regulation and review to maintain the area for the meat-packing sector, in particular, and heavy industrial uses, in general.

### Industry

2.2 It is the objective of Council to encourage the retention of the City's employment base and to improve industrial employment opportunities in the Stockyards Industrial District. Accordingly, Council shall use its powers of regulation and review to:

i) reserve those areas of the Stockyards Industrial District which are primarily industrial in use for continued industrial and related uses;

ii) restrict commercial uses to lands in the vicinity of St. Clair Avenue West and Runnymede Road, and St. Clair Avenue West and Old Weston Road;

iii) restrict residential uses to those existing residential areas where there is a minimum of environmental and functional conflicts with nearby and adjacent industrial areas;

iv) encourage the redevelopment of underutilized industrial land with new industrial uses; and

v) encourage the relocation of legal non-conforming industrial uses within the City to appropriate areas of the Stockyards Industrial District, in accordance with Section 9 of Part I of the Official Plan.

### Housing

2.3 It is the objective of Council to recognize those small residential components in the Stockyards Industrial District which are deemed to be viable and stable, and suitable for households of low to moderate income. Council shall therefore employ its powers of regulation to preserve and maintain existing housing, where appropriate, and seek to provide resources to assist and encourage residents in the maintenance and improvement of their properties.

## Commerce

2.4 It is the policy of Council to maintain a level of commercial service appropriate to meet the convenience, retail and service needs of the local resident population and to enhance the appearance and amenities of existing shopping area, having regard for those residential areas which may be beyond the boundaries of the Stockyards Industrial District. Accordingly, Council shall permit commercial and service uses along portions of St. Clair Avenue and Old Weston Road.

## Parks

2.5 In order to provide the local resident population and the large local workforce with a reasonable level of recreational amenities, it is the policy of Council to increase local park and recreational facilities in the vicinity of the asterisks as shown on Map A by:

i) leasing vacant land on St. Clair Avenue from the Board of Education;

ii) using the unopened Maybank Avenue road allowance to provide a road hockey pad;

iii) acquiring land in the Keele/Mulock area for parks purposes; and

iv) employing its powers of review to encourage industry to implement landscaping programmes and other measures in order to improve the visual appearance of their facilities.

## Environment

2.6 It is the objective of Council to provide for a satisfactory level of environmental quality within the Stockyards Industrial District by seeking to control, through the Ministry of the Environment and other agencies, the effects of environmental contaminants from local industrial areas, such as:

i) odours from the meat packing and rendering plants;

ii) housekeeping deficiencies;

iii) excessive dustfall;

iv) improving loading facilities of beef by-products, such as enclosing certain operations, thereby minimizing odours; and

v) proper transportation of beef by-products, such as hides.

## Transportation

2.7 It is the objective of Council to create a traffic pattern within the Stockyards Industrial District so as to alleviate traffic congestion by:

i) encouraging the efficient movement and access of industrial vehicles associated with local industrial uses;

ii) encouraging the greater use of off-street parking facilities, and in particular, the creation of parking facilities for certain firms located on Glen Scarlett Road; and

iii) discouraging commuter through traffic by maintaining the existing road widths of Weston Road, Keele Street, Parkside Drive and Old Weston Road.

## Building Height

2.8 In recognition of building height as an essential element in limiting the impact of new non-residential development on nearby residential areas, and in maintaining a consistency of low-rise building forms and streetscapes in residential areas, it is the policy of Council to limit the height of buildings in the Stockyards Industrial District.

## 3. HEAVY INDUSTRIAL AREA

3.1 The Heavy Industrial Area shall be regarded as a major, stable industrial area which is vital to the maintenance of the City's industrial base. It is the objective of Council to ensure that sufficient lands are available within the Heavy Industrial Area to accommodate the widest possible range of industrial uses, including meat-packing, as well as those primary and other industries involved in the processing, recycling or storage of raw and other materials, provided that they have a need for a City location and do not emit harmful materials or gases.

## 4. GENERAL INDUSTRIAL AREAS

4.1 The General Industrial Areas shall be regarded as stable areas containing a wide range of industries except those which may have a detrimental effect on other industrial uses.

4.2 In General Industrial Areas, Council may pass by-laws to permit industrial buildings or uses which are generally compatible in terms of environmental impact with a wide range of industrial uses, having a gross floor area of up to 5.0 times the area of the lot.

4.3 Prior to passing by-laws referred to in Section 4.2 to permit industrial buildings in General Industrial Areas, Council shall have regard for:

i) the provision of adequate car and truck access and parking and loading facilities;

ii) the impact of such industrial buildings or uses on the surrounding area in terms of traffic flows, building forms, and relationships to neighbouring buildings or uses;

iii) the expected impact of noise, dust, fumes, odours, and vibrations on the nearby or adjacent non-industrial uses; and

iv) landscaping and other provisions to ensure pleasant visual features for the nearby or adjacent non-industrial uses.

## 5. RESTRICTED INDUSTRIAL AREAS

5.1 The Restricted Industrial Area shall be regarded as a stable industrial area containing a limited range of industrial uses which are environmentally compatible with adjacent Low Density Residence Areas.

5.2 In Restricted Industrial Areas, Council may pass by-laws to permit industrial buildings or uses which have a minimal environmental impact on neighbouring buildings or uses, having a gross floor area of up to 3.0 times the area of the lot.

5.3 Prior to passing by-laws to permit industrial buildings or uses up to the maximum density provided for in Section 5.2 in the Restricted Industrial Area, Council shall have regard for:

i) Section 4.13 of Part I of the Official Plan, pertaining to car and truck access, parking and loading facilities, and the impact of industrial buildings or use on the surrounding uses or areas;

ii) the potential impact of any such industrial use on the adjacent residential area, in terms of pollutants such as odour, fumes, dust, and noise; and

iii) the desirability of ensuring that the compatibility with adjacent uses of any such industrial building or use is enhanced by providing for adequate setbacks, landscaping, buffering, screening, or fencing.

## 6. GENERAL USE AREAS

6.1 The General Use Areas shall be regarded as areas containing a mix of commercial, institutional, residential, and a limited range of industrial uses which are environmentally compatible with adjacent and neighbouring uses.

6.2 Council shall employ its powers of regulation and review and shall make requirements to ensure the mutual compatibility of uses in General Use Areas.

6.3 In General Use Areas council may pass by-laws to permit:

i) industrial buildings or uses which are environmentally compatible with adjacent and neighbouring uses, having a gross floor area of up to 2.0 times the area of the lot; or

ii) commercial and/or institutional buildings or uses having a gross floor area of up to 2.0 times the area of the lot; or

iii) building containing only residential uses up to a maximum residential density of 200 units per hectare; or

iv) buildings containing a mix of industrial, commercial and/or institutional uses, having a total gross floor area up to 3.0 times the area of the lot, provided that the total gross floor area of the commercial and/or institutional component of any such mixed use building does not exceed 2.0 times the area of the lot; or

v) buildings containing a mix of residential uses and commercial and/or institutional uses at densities within the limits determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{40} = 2.5$$

provided that the residential density does not exceed 200 units per hectare and the non-residential density does 2.0 times the area of the lot.

## 7. LOW DENSITY RESIDENCE AREAS

7.1 The Low Density Residence Areas shall be regarded as stable, residential areas. Housing in a variety of building forms shall be encouraged, to complement existing housing stock in the area, including semi-detached houses, duplexes and walk-up apartments.

7.2 In Low Density Residence Areas, Council may pass by-laws to permit:

i) residential buildings having a gross floor area up to 1.0 times the area of the lot provided that appropriate regard is had for the effect upon the stability and general residential amenity and character of the Residential Areas and surrounding areas; and

ii) upon application therefor by the owner of a lot, commercial retail uses of a local convenience nature and eating establishments intended to serve the needs of local residents and local industrial employees, which are not fulfilled by existing convenience stores and eating establishments, provided that:

a) any such lot is located at the intersection of two streets, except in the case of a lot which contained such a use prior to December 31, 1983;

b) any by-law enabling such use permits a specifically named use or uses;

c) any such use is restricted to the ground floor of a building; and

d) regard is had for the compatibility of any such use with adjacent residential uses.

## 8. IMPLEMENTATION

### 8.1 PROPOSED AMENDMENTS TO ZONING BY-LAW

8.1.1 It is recommended that the use and gross floor area provisions of Zoning By-law be amended as they apply to the Stockyards Industrial District, in accordance with Map B.

8.1.2 Height of Buildings

It is recommended that the Zoning By-law be amended, as it applies to the Stockyards Industrial District, to limit the height of buildings, excluding chimneys, vents, mechanical equipment and structures required to house such elements in accordance with Map C.

8.1.3 I.4 Zoning District

It is recommended that the Zoning By-law be amended as it applies to the Stockyards Industrial District, so as to permit within I.4 districts, all I.1, I.2 and I.3 uses, and those industrial uses classified as C4 which are not presently permitted in I.4 districts.

8.1.4 Repeal of By-law 220-77 (Section 16(2)(ssss)

It is recommended that Section 16(2) (ssss) of the Zoning By-law be repealed.

8.1.5 Repeal of General Amendements to the Zoning By-law

It is recommended that Section 16 (1) (iii) and Section 16(2) (ccccc) of the Zoning By-law, as they apply to certain lands in the Stockyards Industrial District, be repealed.

8.1.6 Repeal of Site Specific Amendments to the Zoning By-law

It is recommended that the following site specific amendments to the Zoning By-law be repealed:

i) By-law 162-79 (Section 16(2) (128);

ii) By-law 370-79 (Section 16(2) (128); and

iii) By-law 150-79.

### 8.1.7 Disposition of Section 12G and Section 15

It is recommended that the City Solicitor be requested to report, in consultation with the Commissioner of Planning and Development, on the matter of disposition of Section 12G (I.4 districts) and Section 15 (C4 districts) of the Zoning By-law, having regarding for Section 8.1.3 of this report.

### 8.2 DEVELOPMENT REVIEW

It is recommended that the City Solicitor be requested o prepare a draft by-law pursuant to Section 40 of The Planning Act, to apply to certain lands known in the year 1983 as No. 4 Turnberry Avenue, 658 1/2 Old Weston Road, R100 Symes Road, and 2336 St. Clair Avenue West as is shown on Map B.

## 9. OTHER ACTIONS

9.1 It is recommended that City Council request the Ontario Ministry of the Environment, in consultation with municipal officials where appropriate, to conduct a comprehensive study of air quality in the Stockyards Industrial District, examining odour, noise, and other emissions produced by local industries, and recommending ways of improving the environment, particularly ways of minimizing odours associated with the meat-packing industry, and further, that such study be considered as a matter of high priority and be completed during the year 1984.

9.2 It is recommended that City Council consider the establishment of an on-going "Advisory Committee on the Environment", composed of local industry, Provincial officials, municipal officials, and others, having the general task of examining all aspects of the environment in the Stockyards Industrial District, and advising City Council on matters of environmental concern, including actions of a preventative nature to be taken by private industry and/or government bodies, with regard to both the intentional and potential discharge of pollutants into the environment.

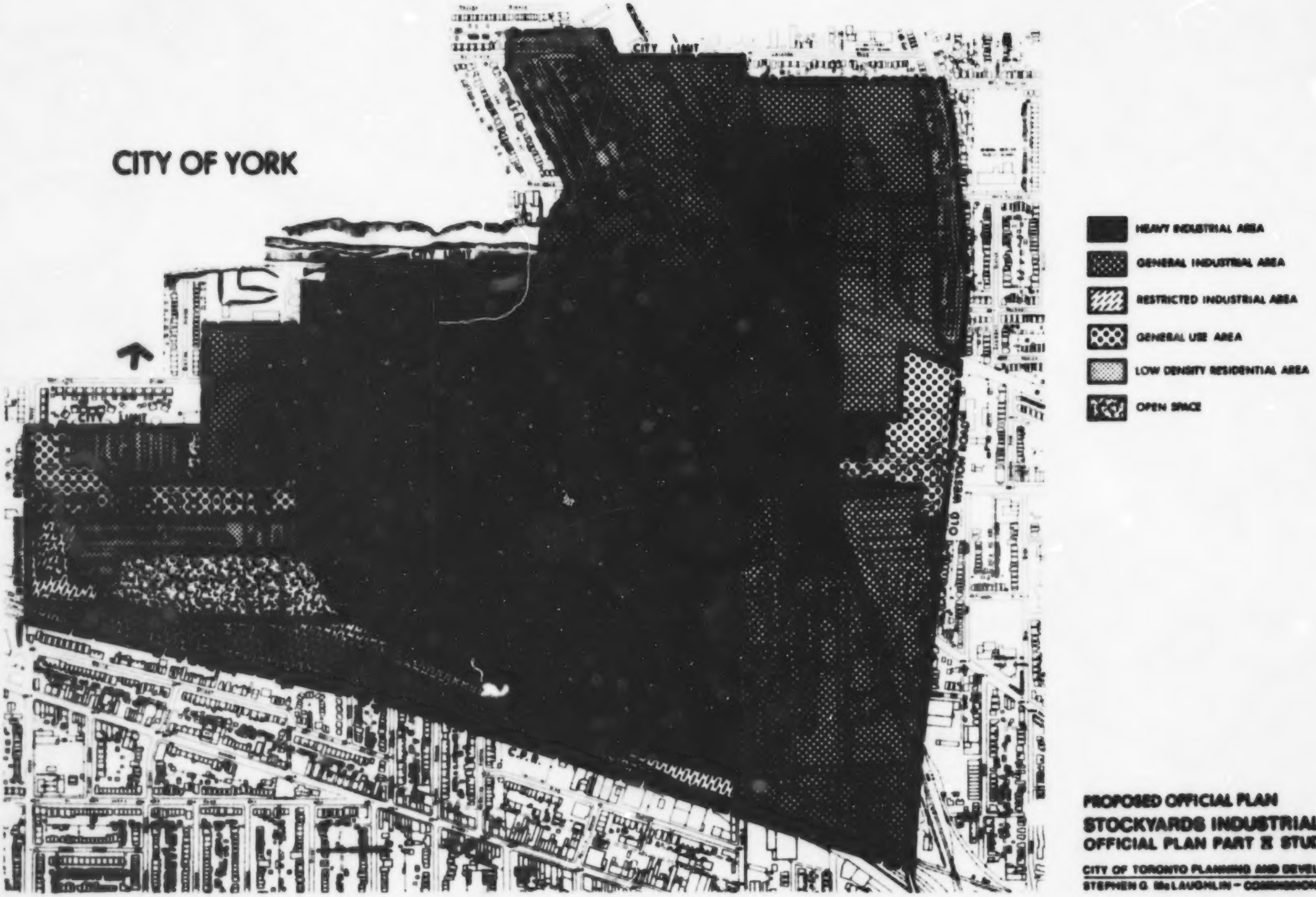
9.3 It is recommended that the Commissioner of Parks and Recreation, in consultation with the Commissioner of Planning and Development, be requested to report on:

a) the feasibility of acquiring a vacant parcel of land at 2352 St. Clair Avenue West, formerly occupied by St. Clair Public School, and owned by the Toronto Board of Education, by purchasing or through a long-term lease, and establishing thereon a park, having particular regard for the large working population in the area; and

b) the feasibility of land acquisition for parks purposes in the Mulock-Hirons Streets area, for the benefit of residents and workers and to improve the general appearance of the area.

9.4 It is recommended that City Council re-affirm the Industrial Improvement Programme of the North-West Toronto Industrial Co-Ordinating Committee, and encourage industrial firms to undertake physical improvements of their properties, by landscaping and other means, consistent with said programme, and to this end, request the Commissioner of Planning and Development to take necessary action, and to also assist private firms in matters of design, where appropriate.

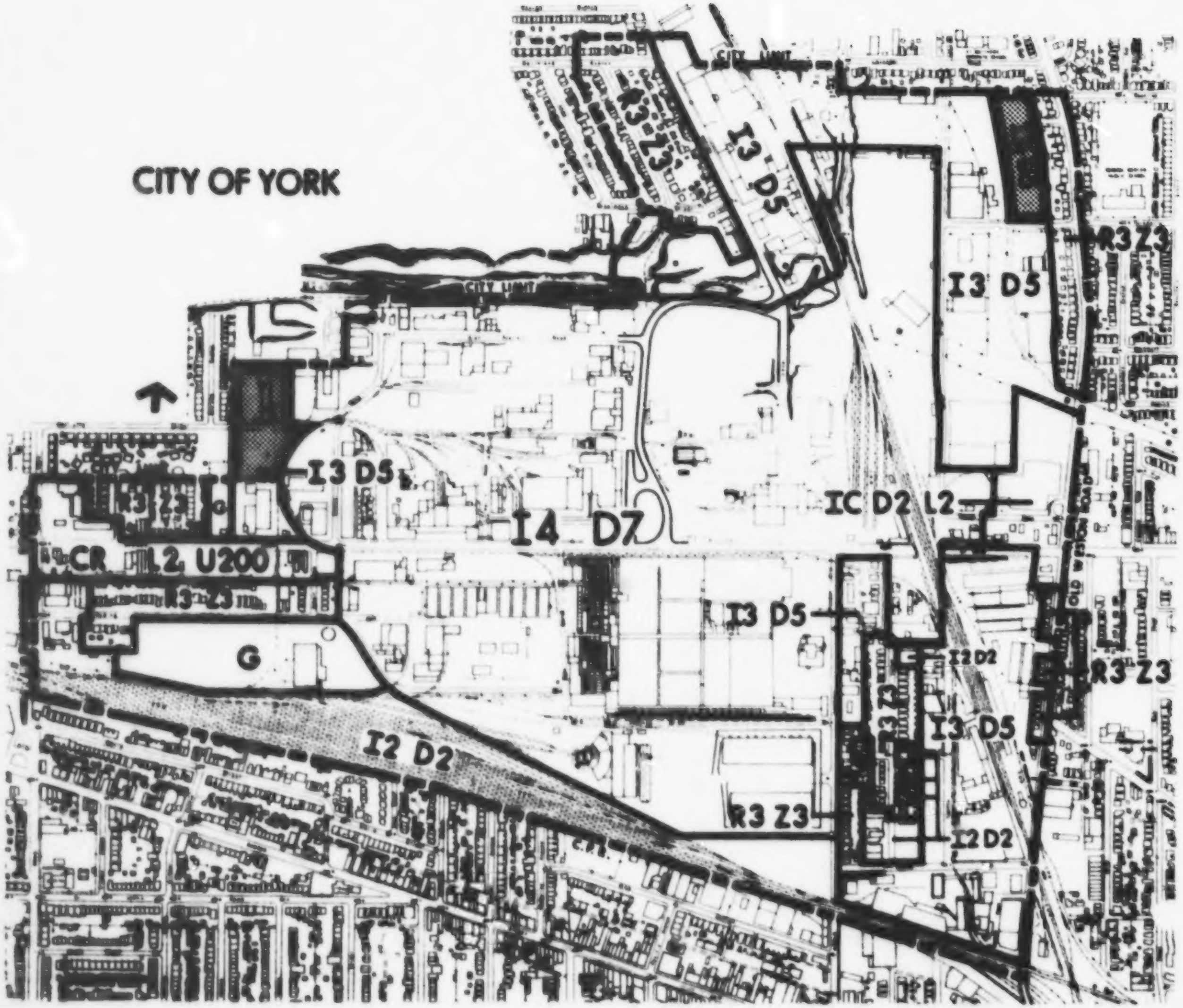
9.5 It is recommended that the Commissioner of Planning and Development be requested to investigate potential industrial development opportunities within the Stockyards Industrial District, by identifying underutilized or vacant sites that are viable for re-development, by identifying industrial establishments within the City which require or would benefit from relocation to the Stockyards Industrial District, and by taking necessary actions to aid in potential relocations and/or redevelopments, having particular regard for industries involved in meat-packing, food processing, and labour-intensive manufacturing.


CITY OF YORK
CITY LIMIT
CITY LIMIT
OLD WESTON ROAD
C.P.R.
▇ HEAVY INDUSTRIAL AREA
▒ GENERAL INDUSTRIAL AREA
▨ RESTRICTED INDUSTRIAL AREA
○ GENERAL USE AREA
░ LOW DENSITY RESIDENTIAL AREA
▩ OPEN SPACE

**A**

PROPOSED OFFICIAL PLAN
**STOCKYARDS INDUSTRIAL DISTRICT**
**OFFICIAL PLAN PART II STUDY**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER


CITY OF YORK
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I4 D7
IC D2 L2
CR L2 U200
R3 Z3
R3 Z3
G
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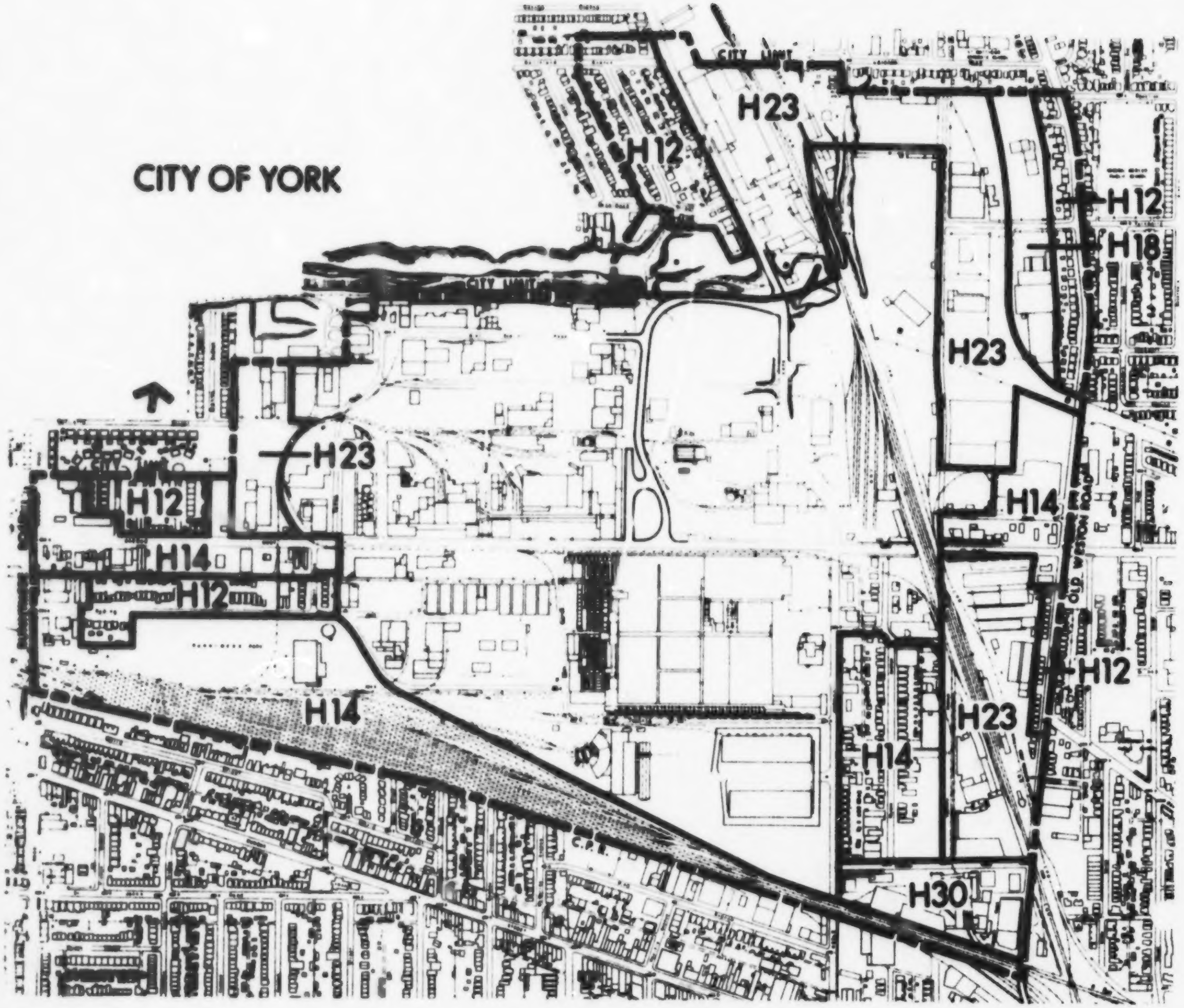
I2 D2
I3 D5
R3 Z3
I2 D2
R3 Z3
I2 D2
OLD WESTON ROAD
C.P.R.
▨ SITE PLAN CONTROL AREA

**B**

PROPOSED ZONING
**STOCKYARDS INDUSTRIAL DISTRICT**
OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER


CITY OF YORK
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H23
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H18
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H23
H12
H14
H14
H12
OLD WESTON ROAD
H12
H14
H23
H14
H30
C.P.R.

C

**PROPOSED HEIGHT DISTRICTS**
**STOCKYARDS INDUSTRIAL DISTRICT**
**OFFICIAL PLAN PART II STUDY**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN – COMMISSIONER

# PROPOSED
# PART II OFFICIAL PLAN
# FOR THE
# STOCKYARDS INDUSTRIAL DISTRICT

## APPENDICES

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APPENDIX 'A'

## No. 220-77. A BY-LAW

To amend By-law No. 20623 so as to prohibit any C1 building or use in certain C2, C3, and C4 districts.

(Passed April 12, 1977.)

The Council of the Corporation of the City of Toronto enacts as follows:

1. Subsection (2) of Section 16 of By-law No.20623, being "A By-law To regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", is amended by adding thereto paragraph (ssss) as follows:

   "(ssss) No person shall, within any C2, C3 or C4 district within the area hereinafter referred to, use any land or erect or use any building or structure for the purpose of any C1 use.

The following is the area above referred to:

> The area bounded on the south by the C.P.R. Galt subdivision tracks, on the east by Miller Street, Davenport Road and Old Weston Road, and on the north and west by the City limits.

None of the provisions of this paragraph shall apply to prevent the extension or enlargement of any C1 building or structure existing in any of the aforesaid C1, C3, or C4 districts on the first day of March, 1977 provided such building or structure as extended or enlarged is confined to the lot occupied by the building or structure on such date."

2. This By-law shall not come into force without the approval of the Ontario Municipal Board.

DAVID CROMBIE,
Mayor

ROY V. HENDERSON,
City Clerk

Council Chamber,
Toronto, April 12, 1977.
(L.S.)

APPENDIX 'B'

## OTHER BY-LAWS APPLICABLE TO THE STOCKYARDS INDUSTRIAL DISTRICT

### No. 22867. A BY-LAW

To amend By-law No. 20623 so as to permit a salvage yard or shop between Keele and Union Street, south of the north City limits.

(Passed May 12, 1966.)

The Council of the Corporation of the City of Toronto enacts as follows:

1. None of the provisions of Section 14 of By-law No. 20623, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", shall apply to prevent the use of the lands herinafter described or the erection or use thereon of any building or structure for the purpose of a salvage yard or shop.

   The following are the lands referred to:

   The lands bounded on the north by the north limit of the City of Toronto, on the south by a line parallel to and distant 350 feet south of the said north limit of the City of Toronto, on the west by the east limit of Keele Street and on the east by the west limit of Union Street.

2. No person shall use the lands described in section 1 hereof or erect or use thereon any building or structure for the purpose of any use permitted by virtue of this By-law or Section 14 of the aforesaid By-law No. 20623 unless

   (1) the northerly 75 feet throughout from east to west of the aforesaid lands, subject to the provisions of paragraph (2) hereof, is used for no other purpose than for storage, warehousing or offices, and no open storage within such northerly 75 feet exceeds 14 feet in height;

(2) the northerly 25 feet throughout from east to west of the aforesaid lands is maintained as landscaped open space, and no part of such northerly 25 feet is used for the purpose of vehicular access;

(3) the southerly limit of the landscaped open space referred to in the immediately preceding paragraph is separated from the lands to the south thereof by a close-board fence having a height of not less than 14 feet or a wall having a height of not less than 14 feet, or partly by a fence and partly by a wall, and such fence and wall are satisfactorily maintained.

The definitions of the expressions "salvage yard or shop" and "landscaped open space" contained in the said By-law No. 20623 shall apply to the said expressions where used in this By-law.

3. Every person who contravenes any of the provisions of this By-law shall, upon conviction thereof, forfeit and pay at the discretion of the convicting magistrate a penalty not exceeding (exclusive of costs) the sum of $300.00 for each offence.

4. This By-law shall not come into force without the approval of the Ontario Municipal Board.

PHILIP G. GIVENS,
Mayor

C.E. NORRIS,
City Clerk

Council Chambers,
Toronto, May 12, 1966.

## No. 29-69. A By-Law

To amend By-law No. 251-68 respecting cartage yards in certain C.2 districts.

(Passed January 29, 1969.)

The Council of The Corporation of the City of Toronto enacts as follows:

1. Section 1 of By-law No. 251-68, being "A By-law To amend By-law No. 20623 so as to permit cartage yards in certain C.2 districts", is hereby amended:

   (1) by deleting from the 2nd description therein contained the words "Jarvis Street" and substituting therefor the words "Parliament Street", and

   (2) by deleting the 11th description therein contained and substituting therefor the following, namely:

   "11. Those parts of the C.2 districts between Runnymede and Keele Street bounded on the north by Ethel Avenue and on the south by the southern boundary of the Canadian Pacific Railway right-of-way and Vine Avenue."

WILLIAM DENNISON,
Mayor

C.E. NORRIS,
City Clerk

Council Chamber,
Toronto, January 29, 1969.

## No. 150-79. A BY-LAW

(To amend By-law No. 20623 respecting No. 38 Hirons Street.)

(Passed February 5, 1979.)

The Council of the Corporation of the City of Toronto enacts as follows:

1. None of the provisions of paragraph (ssss) of subsection (2) of Section 16 of By-law No. 20623, being "A By-law To regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", shall apply to prevent the use of the existing building known municipally in the year 1979 as No. 38 Hirons Street for the purpose of repairing motor vehicle radiators.

2. This By-law shall not come into force without the approval of the Ontario Municipal Board.

JOHN SEWELL,
Mayor

ROY V. HENDERSON,
City Clerk

Council Chamber,
Toronto, February 5, 1979.

## No. 162-79. A BY-LAW

To amend By-law No. 20623 in respect of lands located within an area bounded on the north by St. Clair Avenue West, on the west by Keele Street, on the south by the Canadian Pacific Railway's Galt Subdivision, and on the east by the Canadian National Railway's Weston Subdivision.

(Passed February 19, 1979.)

The Council of the Corporation of the City of Toronto enacts as follows:

1. Subsection (2) of Section 16 of By-law No. 20623, being "A By-law To regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", is amended by adding paragraph (128) as follows:

"(128) No person shall, on any lands designated C.3 V.3 within the area hereinafter referred to, use any land or erect or use any building or structure for the purpose of a motor vehicle repair shop, class "B".

The following is a description of the lands referred to, namely:

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Toronto, in the Municipality of Metropolitan Toronto, formerly in the County of York and Province of Ontario, being composed of Lots 29 to 48 inclusive, 62A, 62 to 86 inclusive, that part of Lot 101 lying to the north of a line drawn parallel to and at the perpendicular distance of 6.78 metres north of the southerly limit thereof, and Lots 102 to 123 inclusive, all according to Registered Plan 840 York.

None of the provisions of this paragraph shall apply to prevent the extension or enlargement of any motor vehicle repair shop, class "B" existing within the area above referred to on the 1st day of October, 1978, provided such motor vehicle repair shop, class "B" as extended or enlarged is confined to the lot occupied by it on such date."

2. This By-law shall not come into force without the approval of the Ontario Municipal Board.

JOHN SEWELL,
Mayor

ROY V. HENDERSON,
City Clerk

Council Chamber,
Toronto, February 19, 1979.

## No. 370-79. A BY-LAW

To amend By-law No. 20623, as amended by By-law No. 162-79, respecting certain lands known in the year 1979 as Nos. 521, 523 and 525 Keele Street.

(Passed April 30, 1979.)

The Council of the Corporation of the City of Toronto enacts as follows:

1. Paragraph (128) of subsection (2) of Section 16 of By-law No. 20623, being "A By-law To regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as enacted by By-law No. 162-79, being "A By-law To amend By-law No. 20623 in respect of lands located within an area bounded on the north by St. Clair Avenue West, on the west by Keele Street, on the south by the Canadian Pacific Railway's Galt Subdivision, and on the east by the Canadian National Railway's Weston Subdivision", is amended by deleting the quotation marks at the end thereof, and by adding thereto the following:

"None of the provisions of this paragraph shall apply to the lands known in the year 1979 as Nos. 521, 523 and 525 Keele Street.""

JOHN SEWELL,
Mayor

ROY V. HENDERSON,
City Clerk

Council Chamber,
Toronto, April 30, 1979.

## S.16(1) (iii) of the Zoning By-law

(Regarding cartage yards).

(iii) to prevent the use of a lot in any C2 district, or portion thereof, hereinafter referred to, for the purpose of a cartage yard.

For the purposes of this paragraph, a cartage yard means a lot:

(1) for the storage of any goods, wares, merchandise, substance, article or thing in transit wholly within a warehouse or other building on such lot;

(2) where commercial motor vehicles are kept for cartage purposes,

(3) where the portions of such lot not occupied by any building nor landscaped have aproperly drained hard surface;

(4) where only minor or running repairs essential to the actual operation of motor vehicles are made in the open;

(5) where any lights used for the illumination of any open area are so arranged as to divert light away from adjacent residential premises or G districts;

(6) where a wall at least 2 metres in height (which may include the wall of a building) is erected along the boundary of any portion of such lot abutting a G, R, C.1A, C.1S or C.1 district or, in the alternative, landscaping is provided to a depth of at least 2 metres from such boundary or, where a wall is erected closer than 2 metres to such boundary, landscaping is provided between such boundary and such wall, and any such wall or landscaping is satisfactorily maintained; and

(7) which is maintained at all times in a clean and orderly condition.

The following are the C.2 districts, or portion thereof, above referred to, namely:

10. The C.2 district on the west side of Old Weston Road from Townslay Street to the Hydro-Electric Power Commission of Ontario right-of-way.

11. Those parts of the C.2 districts between Runnymede and Keele Street bounded on the north by Ethel Avenue and on the south

by the southern boundary of the Canadian Pacific Railway right-of-way and Vine Avenue. (29-69)

## S.16(2) (ccccc) of the Zoning By-law

(Regarding apartment houses in residential and commercial districts.)

(ccccc) (1) In addition to the requirements of subsections (12) of Section 4 of this By-law, no person shall, on any lot in any R, C1S or C1 district hereinafter referred to, erect or use any apartment house having a greater number of dwelling units therein than as follows:

(i) in any R or C1S district designated as a zone 2 area, 87 dwelling units per hectare of lot area of one dwelling unit for every 120 square metres of lot area.

(ii) in any R or C1S district designated as a zone 3 area, 150 dwelling units per hectare of lot area or one dwelling unit for every 67 square metres of lot area.

(iii)in any C1 district designated as a V1 area, 150 dwelling units per hectare of lot area or one dwelling unit for every 67 square metres of lot area.

(iv) in any of the ares designated as a zone 4 area and delineated by the heavy lines on the maps forming Appendix 'F' annexed hereto, 200 dwelling units per hectare of lot area or one dwelling unit for every 50 square metres of lot area.

(2) Sub-paragraph (1) of paragraph (ccccc) herein does not apply to any apartment house owned or operated by the Government of Canada or the Province of Ontario, The municipality of Metropolitan Toronto, The Corporation of the City of Toronto, or any agency or board of any of the foregoing. (488-77) (494-78)

(3) Nothing in this paragraph shall apply to prevent the existing building known municipally in the year 1978 as No. 206 St. George Street being extended by one dwelling unit provided that the building contians not more than one hundred and three dwelling units (409-78).

(4) None of the provisions of subparagraph (1) of this paragraph shall apply to the use of replacement of an apartment house on a lot containing a greater number of dwelling units than permitted by subparagraph (1), provided that such apartment house was lawfully erected on a lot and lawfully used for such purpose on July 27, 1977, or in the case of the replacement of an apartment house, provided that the number of dwelling units in the replacement building does not exceed the number of dwelling units lawfully existing on the lot on the 10th day of December, 1979. (35-80).

APPENDIX 'C'

## LIST OF INDUSTRIAL USES WITHIN THE STOCKYARDS INDUSTRIAL DISTRICT (Compiled in April, 1983)

| NAME AND ADDRESS | DESCRIPTION/ MAIN ACTIVITY | CLASSIFICATION UNDER ZONING BY-LAW | EXISTING ZONING | PROPOSED ZONING |
|---|---|---|---|---|
| **THE STOCKYARDS** | | | | |
| Ontario Stockyards<br>590 Keele Street | public livestock yard with accessory office building | stockyard (C4) | C4 V3 | I4 D7 |
| Hadaway Livestock Transport Limited<br>590 Keele Street | livestock transport company | truck transport yard (C3) | C4 V3 | I4 D7 |
| **MEAT PACKING AND RELATED FIRMS** | | | | |
| Canada Packers<br>Main Toronto Plant<br>2200 St. Clair Ave. W. | The Canada Packers operations include: | These uses are classified in in the Zoning By-law as | C4 V3 | I4 D7 |
| Hunnisett (Canada) Packers<br>2306 St. Clair Ave. W. | - slaughter houses | - "meat products plant" (C3 I3) | | |
| Canada Packers Laboratory<br>2260 St. Clair Ave. W. | - meat packing houses | - "pharmaceutical factory" (C3, I1, I3, IC) | | |
| | - 2 processed meat operations (Maple Leaf & Hunnisett) | - "animal food factory" (C3, I3) | | |

| | | | | |
|---|---|---|---|---|
| | - an antibiotics plant | - "animal by-products" (C4, I4) | | |
| | - a fine chemicals plant | - "a slaughter house" (C4) | | |
| | - a feather industries plant | - "laboratory class B" (C4, I4) | | |
| | - an edible oils refinery | | | |
| | - a research centre | | | |
| | - a pet foods operations | | | |
| Canada Packers Research<br>2211 St. Clair Ave. W. | | | | |
| Canada Packers Corporate Engineering Offices<br>77 Glen Scarlett Rd. | | | | |
| Canada Packers Fine Chemicals Division<br>55 Glen Scarlett Rd. | | | | |
| Canada Packers Feather Industries<br>115 Glen Scarlett Rd. | | | | |
| Canada Packers Shur Gain Division<br>15 Harris Rd.(private rd.) | | | | |
| Canada Packers Steam Plant<br>3 Harris Rd. (private rd.) | | | | |
| Gainer's Ltd.<br>30 Maybank Ave. | slaughter houses & meat | slaughter houses (C4) | C4 V3 | I4 D7 |

| | | | | |
|---|---|---|---|---|
| Gainer's Ltd.<br>30 Weston Rd. | processed meat operations | meat products plant (C3 I3) | C4 V3 | I4 D7 |
| | edible oils refinery | animal by products plant (C4 I4) | | |
| Beef Terminal<br>2255 St. Clair Ave. W. | - slaughter houses and 7 meat packing operations | - slaughter houses (C4) | C4 V3 | I4 D7 |
| | | - meat products plant (C3 I3) | | |
| Corbett's Meats<br>2255 St. Clair Ave. W. | | | C4 V3 | I4 D7 |
| Crown Meats<br>2255 St. Clair Ave. W. | | | C4 V3 | I4 D7 |
| Dominion Meats<br>2255 St. Clair Ave. W. | | | C4 V3 | I4 D7 |
| Monaco Meat Packers<br>2255 St. Clair Ave. W. | | | C4 V3 | I4 D7 |
| Toronto Meats<br>2255 St. Clair Ave. W. | | | C4 V3 | I4 D7 |
| Piave Meat Packers<br>2255 St. Clair Ave. W. | | | C4 V3 | I4 D7 |
| JMF Ltd.<br>2255 St. Clair Ave. W. | | | C4 V3 | I4 D7 |
| Canadian Dressed Meats Ltd.<br>109 Ryding Ave. | meat packing plant | meat products | C4 V3 | I4 D7 |
| Grace Meat Packers (York) Ltd.<br>70 Glen Scarlett Rd. | slaughter house rendering plant, meat packing | slaughter house animal by-products & meat packing | C4 V3 | I4 D7 |

| | | | | |
|---|---|---|---|---|
| Select Meat Packers 1-3 Glen Scarlett Rd. | meat packing | | C4 V3 | I4 D7 |
| Monarch Meat Packers 1-3 Glen Scarlett Rd. | | | C4 V3 | I4 D7 |
| Banner Packaging Ltd., 100 Glen Scarlett Rd. | manufactures pet foods rendering plant fertilizers | animal food factory (C3 I3) animal by-products plant (C4 I4) | C4 V3 | I4 D7 |
| Bank Brothers Hides & Skins 116-120 Glen Scarlett Rd. | dealer in animal hides | animal by-products plant (C4 I4) | C4 V3 | I4 D7 |
| St. Clair Poultry Dods Ave. | poultry killing | poultry killing establishment (C4) | C4 V3 | I4 D7 |
| Casa del Baby Beef 1834 St. Clair Ave. W. | retail store & meat warehousing | retail store (C1) and food wholesaling establishment (C2 I2) | C1 V1 | IC D2 L2 |
| Canada Compound Co. | curing of sausage casings | animal by-products plant (C4 I4) | C4 V3 | I4 D7 |
| Levine Brothers Hides 2 Henrietta Ave. (rr. 100 Symes Rd.) | dealer in animal hides | animal by-products plant | C4 V3<br>(C4 I4) | I4 D7 |
| Mariposa Meat Depot 2416 St. Clair Ave. W. | wholesaling of meat products & retail store | retail store C1 & food wholesaling establishment | C1 V1 | CR L2<br>U200 |

## KEELE CENTRE
## 500 - 520 Keele Street

### SOUTH BLDG., LOWER LEVEL

| | | | | |
|---|---|---|---|---|
| Unit 101-102<br>Chemical Resins Corporation | manufactures resins | general chemical products factory (C3 I4) | C4 V3 | I4 D7 |
| Unit 103-109<br>Nacan Products Ltd. | resins & chemicals | general chemical products factory (C3 I4) | C4 V3 | I4 D7 |

### SOUTH BLDG., UPPER LEVEL

| | | | | |
|---|---|---|---|---|
| Unit 201-202 | (vacant) | — | C4 V3 | I4 D7 |
| Unit 203-204<br>CN-CP | warehousing | storage warehouse Class A (C2, I1, IC) | C4 V3 | I4 D7 |
| Unit 205-206<br>Oriental Commerce Warehousing | storage warehouse Class A (C2, I1, IC) | | C4 V3 | I4 D7 |
| Unit 207-208<br>CN-CP Warehousing | storage warehouse Class A (C2, I1, IC) | | C4 V3 | I4 D7 |
| Unit 209<br>Sandler Furniture Warehousing | storage warehouse Class A (2, I1, IC) | | C4 V3 | I4 D7 |

### NORTH BLDG., LOWER LEVEL

| | | | | |
|---|---|---|---|---|
| Unit 301-303<br>Dominion Corrugated Warehousing Storage | warehouse Class A (C2 I1, IC) | | C4 V3 | I4 D7 |
| Unit 304-310<br>Lancia-Bravo Shipping & Warehousing | storage warehouse Class A (C2, I1, IC) | | C4 V3 | I4 D7 |

## NORTH BLDG., UPPER LEVEL

| | | | | |
|---|---|---|---|---|
| Unit 401-402<br>Nacan Products Ltd. | storage Class B | storage warehouse | C4 V3 | I4 D7 |
| Unit 403 | Vacant | | | |
| Unit 404-406<br>Lancia Bravo | warehousing | storage warehousing Class A (C2 I1) | C4 V3 | I4 D7 |
| Unit 407<br>CN-CP | warehousing | storage warehouse Class A (C2 I1) | C4 V3 | I4 D7 |
| Unit 408-409<br>410 M4-Mailing | mailing | courier service (C2 I2) | C4 V3 | I4 D7 |

## OTHER HEAVY INDUSTRIES WITHIN THE MEAT-PACKING COMPLEX

| | | | | |
|---|---|---|---|---|
| Universal Drum<br>B. Shea Division<br>110 Glen Scarlett Rd. | reconditions drums & barrels | salvage yard (C4 I4) | C4 V3 | I4 D7 |
| B. F. Houghton & Co.<br>100 Symes Rd. | industrial oils & lubricants | general chemical products factory (C3 I4) | C4 V3 | I4 D7 |
| Symes Rd. Waste Transfer Station<br>150 Symes Rd. | waste transfer station operated by Metro Toronto | public incinerator (I4) | C4 V3 | I4 D7 |
| Automobile Pound<br>west side of Maybank Ave. | auto pound operated by Lloyd Greene for Metro Police | open storage yard (C2 I2) | C4 V3 | I4 D7 |
| CPR Repair Yards<br>south side of West Toronto Street | | railway service repair yard (I4) | C4 V3 | I4 D7 |

### WESTON RD. AREA

| | | | | |
|---|---|---|---|---|
| CNR Yards<br>west side of Keele St. | railway yards | (I4) | C3 V2 | I4 D7 |
| Webster & Sons Ltd.<br>1912 St. Clair Ave. W. | building supplies | builders' supply yard (C2 I2)<br>open storage of raw materials yard (C4 I4) | C3 V2 | I4 D7 |
| Arnold Lumber<br>35 Weston Rd. | lumber yard including a saw mill & retail hardware supplies | builders' supply yard (C2 I2) | C3 V2 | I4 D7 |
| ABC Lumber<br>153 Weston Rd. | lumber yard | builders' supply yard (C2 I2) | C3 V2 | I3 D5 |
| Contractor's Yard<br>north side of Gunns Rd. | open yard located on Ontario Hydro lands | contractor's yard (C3 I3) | C4 V3 | I4 D7 |
| Di Mauro Plastering & Tile Co. Ltd.<br>292 Weston Rd. | Contractor's shop located on residential | contractor's shop Class A (C2, I1, IC) | R2 Z2 | R2 Z3 |
| Canadian Lighting Manufacturing Co. Ltd.<br>201 Weston Rd. | | miscellaneous light manufacturing plant | C3 V2 | I3 D5 |
| Metal Masters<br>201 Weston Rd. | | miscellaneous light manufacturing | C3 V2 | I3 D5 |
| Novelty Importing Business<br>201 Weston Rd. | | storage warehouse class A (C2, I1) | C3 V2 | I3 D5 |

| | | | | |
|---|---|---|---|---|
| Phantom Hosiery<br>207 Weston Rd. | | garment factory (C2, I1) | C3 V2 | I3 D5 |
| T. Pocklington<br>(Survey Equipment)<br>208 Weston Rd. | | miscellaneous light manufacturing plant (C2, I1) | R2 Z2 | R2 Z3 |
| Westprint<br>33 McCormack | | printing plant (C1,C2) | R2 Z2 | I3 D5 |
| Terrazzo-Mosaic Tiles<br>900 Keele St. | | builders' supply (C2, I2) | C3 V2 | I3 D5 |
| UNION ST. AREA | | | | |
| Prime Iron Works and Railing<br>2 Union Street | | small metal wares factory (C2, C3, I1, I2, IC) | C3 V2 | I4 D7 |
| Standard Aggregates<br>90 Union Street | concrete mixing yard, storage of new materials in the open | batching and mixing of concrete yard (C4, I4) | C3 V2 | I4 D7 |
| District 1 Police Auto Pound | auto pound operated by a private company for Metro Police | open storage yard (C2, I2) | I4 D7 | C3 V2 |
| Reliable Transport | | cartage yard (C3) | C3 V2 | I4 D7 |
| Mechanic's Shop<br>160 Union Street | | motor vehicle repair shop Class A (C1, I2, IC) | C3 V2 | I4 D7 |

| | | | | |
|---|---|---|---|---|
| Stark Auto Parts<br>160 Union St. | selling of used auto parts, open storage scrap yard | salvage yard (C4, I4) | C3 V2 | I4 D7 |
| Star-Valenti Co. Ltd.<br>123 Union St. | manufacturers footwear | miscellaneous light manufacturing plant (C2, I1, IC) | C3 V2 | I3 D5 |
| Advance Wrecking<br>117 Union St. | scrap yard | salvage yard (C3) | C3 V2 | I3 D5 |
| G & W Freightways Ltd.<br>101 Union St. | truck & trailer terminal | cartage yard (C3) | C3 V2 | I3 D5 |
| Humphrey Cosburn Plastics Co. Ltd. & Plastic Bottle Sales Ltd.<br>89 Union St. | manufacturers plastic for bottles prints plastic bottles | plastic products factory (C2, C3, I1, I2, IC) | C3 V2 | I3 D5 |
| Freedman & Son Scrap Metal<br>6 Townsley | | salvage yard (C4, I4) | C3 V2 | I4 D7 |
| Mediterranean Fish Import<br>39 Townsley | | fish packing plant (C3 I3) | C1 V1 | I4 D7 |
| Coca-Cola Ltd.<br>81 Turnberry Ave. | | soft drink bottling works (C2) | C3 V2 | I3 D5 |
| District 1 Police Pound (A Towing Service Ltd.)<br>658 1/2 Old Weston Rd. | auto pound operated for Metro Police | open storage yard (C2 I2) Area of Site Plan Control | C3 V2 | I3 D5 |
| Unique Auto Body<br>658 1/2 Old Weston Rd. | | motor vehicle repair shop Class B (C2, I3) | C3 V2 | I3 D5 |

| | | | | |
|---|---|---|---|---|
| Motorhead Garage<br>658 1/2 Old Weston Rd. | | motor vehicle repair shop Class A (C1, I2) | C3 V2 | I3 D5 |
| Sunbeam Collision<br>658 1/2 Old Weston Rd. | | motor vehicle repair shop Class A (C1, I2) | C3 V2 | I3 D5 |
| Metro Roads & Traffic Yard<br>54 Turnberry Ave. | storage of salt and heavy road equipment | City yard Class B (I4) (exempt from Zoning By-law) | C3 V2 | I3 D5 |

## ST. CLAIR - OLD WESTON RD. AREA

| | | | | |
|---|---|---|---|---|
| Toronto Hydro Sub-Station<br>1862 St. Clair Ave. W. | | (exempt from Zoning By-law) | C1 V1 | CR4 L2<br>U200 |
| F & F Motors<br>1862 St. Clair Ave. W. | | motor vehicle repair shop Class A (C1 I2) | C1 V1 | IC D2 L2 |
| Godson Contracting & Company<br>1870 St. Clair Ave. W. | | Contractor's shop Class A, (C2, I1, IC) | C1 V1 | IC D2 L2 |
| Mobile Maintenance Coatings<br>1880 St. Clair Ave. W. | | Contractor's shop Class A (I2, I1, IC) | C1 V1 | IC D2 L2 |
| ULC Certified Services<br>1900 St. Clair Ave. W. | | Custom workshop (C1, I1, IC) | C1 V1 | I4 D7 |
| Ital Auto Collision<br>330 Old Weston Rd. | | motor vehicle repair shop Class B (C2, I3) | C3 V2 | IC D2 L2 |

## AUTO-RELATED USES IN KEELE-ST. CLAIR AREA

| | | | | |
|---|---|---|---|---|
| D. Brenner Auto Body<br>623 Keele Street | | motor vehicle repair shop Class A (C2, I3) | C3 V3 | I3 D5 |

| | | | |
|---|---|---|---|
| St. Clair Auto Body<br>192 Mulock Ave. | motor vehicle<br>repair shop<br>Class B<br>(C2 I3) | C3 V3 | I3 D5 |
| K-L Garage<br>39 Hirons Ave. | motor vehicle<br>repair shop<br>Class B<br>(C2, I3) | C3 V3 | I3 D5 |
| Keele Auto Centre<br>503 Keele St. | motor vehicle<br>repair shop<br>Class B<br>(C2 I3) | C3 V3 | I3 D5 |
| Shell Gas Bar &<br>537 Keele St. | car washing<br>establishment<br>(C1, I2, IC) | C3 V3 | I3 D5 |
| Imperial Auto<br>Collision<br>573 Keele St. | motor vehicle<br>repair shop<br>Class B<br>(C2 I3) | C3 V3 | I3 D5 |
| 3-Way Auto Repairs<br>575-85 Keele St. | motor vehicle<br>repair shop<br>Class A<br>(C1, I2) | C3 V3 | I3 D5 |
| Transilvania Auto<br>160 Mulock St. | motor vehicle<br>repair shop<br>Class B<br>(C2, I3) | C3 V3 | I3 D5 |
| Earlscourt Service<br>Car & Truck Repair<br>595 Keele St. | motor vehicle<br>repair shop<br>Class A<br>(C2 I3) | C3 V3 | I3 D5 |
| Safspra Co-Op<br>Car Wash<br>611 Keele St. | Car Washing<br>establishment<br>(C1, I2, IC) | C3 V3 | I3 D5 |
| Allen's Auto<br>Service<br>521 Keele St. (Rear) | motor vehicle<br>repair shop<br>Class A<br>(C1, I2) | C3 V3 | I2 D2 |
| Steve's Auto<br>Service<br>590 Keele St. | motor vehicle<br>repair shop<br>Class A<br>(C1 I2) | C4 V3 | I4 D7 |

| | | | | |
|---|---|---|---|---|
| T & R Car Sales &<br>ATH Car Auto Inc.<br>590 Keele St. | | motor vehicle repair shop<br>Class A<br>(C1 I2) | C4 V3 | I4 D7 |
| Westpoint Truck & Trailer Service Ltd.<br>542 Keele St. | repairs to trucks and trailers | motor vehicle repair shop<br>Class A<br>(C1, I2) | C4 V3 | I4 D7 |

## KEELE-MULOCK-OLD WESTON RD. AREA

| | | | | |
|---|---|---|---|---|
| Precision Engineering<br>545 Keele St. | tool manufacturer | metal products factory<br>(C3, C4, I2, I3) | C3 V3 | I3 D5 |
| Format Graphics<br>5 Junction Rd. | | printing plant<br>(C1, C2) | C3 V3 | I3 D5 |
| Maple Leaf Mills<br>12 Monarch Rd. | manufactures flour and and baking mixes | miscellaneous vegetable food products factory<br>Class A)<br>(C2 I2) | C3 V3 | I3 D5 |
| Maple Leaf Mills Research<br>43 Junction Rd. | Research facilities | laboratory<br>Class A | C3 V3 | I3 D5 |
| Allied Uniforms<br>22 Mulock Ave. | manufactures uniforms | garment factory<br>(C2, I1) | C3 V3 | I2 D2 |
| Leader Linen Supply Ltd.<br>26 Mulock Ave. | linen rental | machine laundry<br>(C2 I2) | C3 V3 | I2 D2 |
| Loma Bleach<br>25 Mulock Ave. | | wholesaling establishment general<br>(C2, I1, IC) | C3 V3 | I2 D2 |
| Central Bakery<br>37-43 Mulock Ave. | storage and parking | storage warehouse<br>Class A<br>(C2, I1, IC) | C3 V3 | I2 D2 |
| Stingray Collision<br>51 Mulock Ave. | | motor vechile repair shop<br>Class B<br>(C2, I3) | C3 V3 | I2 D2 |

| | | | | |
|---|---|---|---|---|
| Int'l Cheese Manufactureres Co. Ltd., 67 Mulock Ave. | | dairy products & cheese plant (C2 I3) | C3 V3 | I2 D2 |
| Central Smoked Fish Ltd.<br>63 Mulock Ave. | fish smoking and packing plant | fish packing plant (C3 I3) | C3 V3 | I2 D2 |
| Central Bakery<br>130-140 Cawthra Rd. | | bakery (C2, I2) | C3 V3 | I3 D5 |
| Ferrier Wire Goods<br>170 Mulock Ave. | | small metal wares factory (C2, C3, I1, I2, IC) | C3 V3 | I3 D5 |
| Copa Plastering<br>48 Mulock Ave. (Rear) | shop located at rear of house | contractor's shop Class A (C2, I1, IC) | C3 V3 | I2 D2 |
| Homarc Woodwork<br>52 Mulock Ave. (Rear) | workshop located at rear of house | custom workshop (C1, IC, I1) | C3 V3 | I2 D2 |
| Napoli Railing<br>38 Mulock Ave. (Rear) | workshop located at rear of house | custom workshop (C1, IC, I1) | C3 V3 | I2 D2 |
| Dominion Corrugated Paper Co. Ltd.<br>141 Old Weston Rd. | manufactures single phase corrugated paper liners | paper products factory (I1, IC) | C3 V3 | I3 D5 |
| Benjamin Moore Co.<br>139 Mulock Ave. | paint manufacturer | general chemical products factory (C3, I4) | C3 V2 | I4 D7 |
| Benjamin Moore<br>15 Lloyd Ave. | head offices for Benjamin Moore | office building (C1) | C3 V3 | I3 D5 |
| Benjamin Moore<br>150 Cawthra Rd. | paint storage warehousing | storage warehouse Class A (C2, I1, IC) | C3 V3 | I3 D5 |
| National Rubber Co.<br>4 Junction Rd. | | salvage shop (C3, I2) | C3 V2 | I3 D5 |

| | | | | |
|---|---|---|---|---|
| American Standard<br>Cawthra Rd. | | | C3 V3 | I3 D5 |
| John T. Hepburn Steel Ltd.<br>1799 St. Clair Ave. W. | structural steel | metal products factory | C3 V2 | I3 D5 |
| Cadet Cleaners<br>290 Old Weston Road | dry cleaning and uniform | machine laundry C2 I2 | C3 V2 | I3 D5 |

## ST. CLAIR-RUNNYMEDE AREA

| | | | | |
|---|---|---|---|---|
| International Harvester<br>2236 St. Clair Ave. W. | Truck servicing sells new & used parts for trucks | motor vehicle repair shop Class A (C1, I2) and sales or hire garage (C1, I2, IC) | C4 V3 | I3 D5 |
| Ed Davey Motors<br>2308 St. Clair Ave. W. | | motor vehicle repair shop Class A (C1, I2) | C4 V3 | I3 D5 |
| Leson Catering<br>2361 St. Clair Ave. W. | | industrial catering service (C2 I2) | C1 V1 | CR4 L2 U200 |
| Speedy Muffler<br>2325 St. Clair Ave. W. | | automobile service and repair shop (C1, CR, I2, IC) | C1 V1 | CR4 L2 U200 |
| Christie's Auto Service<br>2402 St. Clair Ave. W. | | motor vehicle repair shop (C1, CR, I2, IC) | C1 V1 | CR4 L2 U200 |
| European Aluminum<br>2400 St. Clair Ave. W. | | custom workshop (C1, IC, I1) | C1 V1 | CR4 L2 U200 |
| Leny's Garage<br>2431 St. Clair Ave. W. | | motor vehicle repair shop Class A (C1 I2) | C1 V1 | CR4 L2 U200 |

| | | | |
|---|---|---|---|
| Sanitary Products &<br>Marguis Bldg.<br>Maint. Supplies<br>2421 St. Clair Ave. W. | retail store<br>(C1) and<br>contractor's<br>shop<br>Class A<br>(C2, I1, IC) | C1 V1 | CR4 L2<br>U200 |
| Foote Aluminum Ltd.<br>2401 St. Clair Ave. W. | custom workshop<br>(C1, IC, I1) | C1 V1 | CR4 L2<br>U200 |
| J. Speranza Shopping Carts<br>2391 St. Clair Ave. W. | small metal<br>wares factory<br>(C2, C3, I1, I2, IC) | C1 V1 | CR4 L2<br>U200 |
| Chamberlain Leather Goods<br>2389 St. Clair Ave. W. | leather goods<br>factory<br>(C3 I1, IC) | C1 V1 | CR4 L2<br>U200 |
| Dr. H-Honda Specialists<br>2381 St. Clair Ave. W. | motor vehicle<br>repair shop<br>Class A<br>(C1, I2) | C1 V1 | CR4 L2<br>U200 |
| The Radman<br>2379 St. Clair Ave. W. | automobile<br>service &<br>repair shop<br>(C1, CR, I2, IC) | C1 V1 | CR4 L2<br>U200 |
| Industrial Bldg.<br>216 Ryding Ave. | storage<br>warehouse<br>Class A<br>(C2, I1, IC) | R2 Z2 | R2 Z3 |
| Industrial Bldg.<br>222 Ryding Ave. | storage<br>Class A<br>(C2, I1, IC) | R2 Z2 | R2 Z3 |
| Mann Rattan Crafts importer<br>Co. Ltd.<br>346-48 Ryding Ave. | storage<br>warehouse<br>Class A<br>(C2, I1, IC) | C2 V2 | I2 D2 |
| Dewsbury Auto Service<br>350 Ryding Ave. | motor vehicle<br>repair shop<br>Class A<br>(C1 I2) | C2 V2 | I2 D2 |
| Enterprises Auto Body<br>731 Runnymede Ave. | motor vehicle<br>repair shop<br>Class B | C2 V2 | I2 D2 |

| | | | | |
|---|---|---|---|---|
| Kingsway Upholstering<br>731 Runnymede Ave. | | mis. light manufacturing plant<br>(C2, I1, IC) | C2 V2 | I2 D2 |
| Dat's Motors<br>2461 St. Clair Ave. W. (Rear) | used car lot | sales or hire garage<br>(C1, I2, IC) | C1 V1 | |
| Doherty Industries<br>371 Ryding Ave. | | | | |
| Zorko Plumbing Co.<br>361 Ryding Ave. | warehouse for plumbing contractor | contractor's shop Class A<br>(C2, I1, IC) | C2 V2 | I2 D2 |
| Maltese Joe's Auto Body<br>353 Ryding Ave. | | motor vehicle repair shop Class B<br>(C2, I3) | C2 V2 | I2 D2 |

APPENDIX 'D'

# A STUDY OF ONTARIO STOCKYARDS AND ITS RELATIONSHIP TO THE SURROUNDING MEAT PACKING COMPLEX AND PROBABLE COSTS AND CONSEQUENCES OF RELOCATING THE YARDS

William J. Kelly,
Kelljair Consultants
Room 114C
590 Keele Street
Toronto, Ontario

July 20, 1981

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    - Easy access to meat packers
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## 1. DESCRIPTION OF ONTARIO STOCKYARDS OPERATION

### Location and Size

The Ontario Stockyards are situated at the southwest corner of the St. Clair Avenue and Keele Street intersection and cover an area of thirty-seven acres. They are part of an industrial area called North-West Junction (see Appendix I) bounded by the Canadian Pacific Railway yards to the south, Old Weston Road to the east, and the city limits to the north and west.

### Capacity of the Yards

The yards have the capacity to accommodate, feed, and water 15,000 cattle, 10,000 hogs, and 20,000 sheep and lambs at one time.

### Relationship to Surrounding Areas

Approximately 85% to 90% of the livestock production in Ontario is within a 150 mile radius of Toronto. It is estimated that 75% of the livestock is brought to the yards by tractor-trailer.

At present there is major construction underway on the North-West Toronto Metropolitan Arterial Road extending to the area of the stockyards (see Appendix II). This will allow trucks coming from the north and east to gain easy access to the yards. Those coming from the west via Highway 401 will continue to use Eglinton avenue. These new access routes, along with the shift to night delivery of livestock, will assure efficient and fast delivery of livestock.

Approximately 55% of the cattle, 90% of the calves, 80% of the sheep and lambs, and 35% of the hogs killed in Ontario takes place within walking distance of the stockyards.

### Management and Staff

The yards are operated by the Ontario Stockyards Board with duties and powers as set out in the Stock-Yards Act of 1944. The Board members at the present time are as follows:

Donald Mathewson, Chairman, Hillburgh, Ontario
Ross Beattie, Stayner, Ontario
Robert Dobbin, Petrolia, Ontario
Bruce MacAlpine, Woodville, Ontario
Murray Morrison, Toronto, Ontario
Grant Preston, Proton Station, Ontario
Keith South, Brigden, Ontario

All are active livestock producers whose main source of income in the livestock industry.

The Board directly employes about seventy people. Affiliated agents and firms whose livehood depends direclty on the yards employ another seventy peopel. This does not include any of the nearby meat packing industry employees.

### Customers

The Stockyards has two types of customers:

1. Marketing customer.

2. Buying customer.

The marketing customers use the yards to market their livestock. Most of the marketing customers are, quite naturally, Ontario livestock producers. At times, however, depending on market conditions, the yards receive livestock from Western Canada, Quebec, and occasionally from the Martime provinces.

The buying customers buy livestock from the yards. The Toronto market is Canada's most active market from the standpoint of numbers of customers. The Toronto Livestock Exchange has 132 individuals and firms bonded to buy on the Toronto market (see Appendix III). The list of buyers include order buyers who at times will be buying for U.S.A. customers or other out-of-province customers.

### Volume of Trade

In 1980, the Stockyards marketed 404,475 slaughter cattle, 55,922 slaughter calves, and 78,493 sheep and lambs. These accounted for 42% of cattle offerings, 43% of calf offerings, and 87% of sheep and lamb offerings in Ontario.

In addition, the yards marketed 82,970 feeder cattle, 54,092 feeder calves, and 344,508 hogs during the year.

The Ontario Stockyards is the largest public stockyard in Canada and it is a barometer to the trade. The cattle industry across Canada closely monitors price movements at the yards.

### Special Services

The stockyards has enough facilities to hold cattle for up to two weeks in the event of an unexpected labour strike in the meat packing complex.

Apart from direct services such as selling, feeding, storing cattle, the stockyards provide an information and educational study for farm and urban groups. During a year, approximately 1,000 visitors come to the yards for tours. Most are 4-H or high school groups studying either marketing or geography.

In addition, the stockyards receive many international visits who are involved in the livestock industry around the world.

The stockyards sponsor two special shows every year. A stock show for the commercial cattle producers every fall provides an opportunity for producers and packers to interchange ideas and experiences in the industry. This show offers the buyers about 1,000 head of the finest cattle in the province in one day.

The other show is for juniors, e.g., under the age of twenty. It provides an opportunity for young people to show and sell their stock in the atmosphere of the stockyards.

## 2. SIZE OF MEAT PACKING COMPLEX LOCATED NEAR THE YARDS

There are seventeen meat packers situated within walking distance of the stockyards. They are:

Banner Packing Limited, 100 Glen Scarlett Rd.-not a meat packer.
Beef Terminal, 2255 St. Clair Avenue West
Canada Packers Inc., 2200 St. Clair Ave.West
Canadian Dressed Meats Limited, 109 Ryding Avenue
Corbett's Meats, 2255 St. Clair Avenue West
Crown Meats, 2255 St. Clair Avenue West
Dominion Meats, 2255 St. Clair Avenue
Gainers Limited, 30 Maybank Avenue
Grace Meat Packers (York) Ltd., 70 Glen Scarlett Road
Metropolitan Meat Packers Ltd., 1-3 Glen Scarlett Road
Monaco Meat Packers, 2255 St. Clair Avenue West
Monarch Meat Packers, 1-3 Glen Scarlett Road
Piave Meat Packers Ltd., 2255 St. Clair Avenue West
Presswood Bros., Maybank Avenue
Prime Packers Limited, 99 Ryding Avenue
Select Meat Packers 1977 1 - 3 Glen Scarlett Road
Toronto Meats, 2255 St. Clair Avenue West

Nine of the packers are situated northwest of the Stockyards on the south side of St. Clair Avenue. The remaining packers are north of St. Clair Avenue West.

Also in the meat packing complex are a poultry plant, two hide dealers, a bone and tallow processing plant, a garbage transfer station, a metal drum refurbishing plant, two edible oil processing plants, a chemical plant, a feather and down plant, a fatty acid plant, a pet foods plant, and an antibiotic plant and a car pound and rendering plant.

The total area of the above industrial complex (excluding Stockyards) is approximately 80 acres.

The seventeen meat packers together use about 8 to 9 million gallons of water and generate about 170,000 to 180,000 pounds of treatable waste material per day. The waste is disposed of through the municipal sewer system.

The meat packers together employ about 5,000 people and the North-West Junction industrial complex as a whole, about 6,000 people.

The meat packers' activities account for about 55% of the cattle kill, 90% of the calf kill, 80% of the sheep and lamb kill, and 35% of the hog kill in Ontario.

## 3. RELATIONSHIP BETWEEN STOCKYARDS AND THE MEAT PACKING COMPLEX

The meat packing complex buys 75-80% of the slaughter cattle, 95% of the slaughter calves, and 95% of the sheep and lambs marketed by the stockyards.

The proximity of the yards to the meat packing complex allows the packers to leave their livestock in the yards, if necessary, until they are ready to fit them into their daily production schedules. It also allows them to increase their kills at a moment's notice by purchasing additional cattle from the yards. In turn, this flexibility permits the packers to use their workforce at maximum efficiency by fine tuning production schedules. The meat packers and the stockyards work closely to ensure a smooth flow of livestock. Most packers in the complex do not have sufficient space to hold cattle on their own premises. They use the yards for this purpose. This helpful co-ordination between the packers and the yards would not be possible if the two were separated by more than walking distance.

Selling meats differs radically from selling non-perishables which can be stockpiled. Packers normally take all livestock offered for sale, even though quantity, quality, and variety differ from week to week. Moreover, they must buy whole animals - complete with fore and hind quarters as well as a full complement of by-products, all of which must be moved promptly and efficiently. Packers are adept at moving surplus. They try to maintain a continuous flow of finished meats to supply consumers. Close liaison between the stockyards and packers facilitates the smooth flow of product from livestock producers to the consumers.

**BECAUSE OF THE CLOSE INTEGRATION OF THE STOCKYARD ACTIVITIES WITH THOSE OF THE NEARBY MEAT PACKING COMPLEX, THE TWO SHOULD BE VIEWED AS ONE SYSTEM. ONE COMPONENT OF THE SYSTEM CANNOT EXIST VIABLY WITHOUT THE OTHER. IT IS IMPOSSIBLE TO MOVE THE STOCKYARDS FORM THEIR PRESENT LOCATION WITHOUT SERIOUSLY HARMING THE MEAT PACKING COMPLEX.**

The costs associated with such a move are discussed in Section 7 of this report.

## 4. ADVANTAGES OF PRESENT LOCATION OF STOCKYARDS

### East Access to Livestock Producers

Most livestock is now delivered to the Stockyards by truck. Attempts are being made to concentrate deliveries in the night hours. Highways 400 and 401 provide easy access to Toronto for livestock producers from all directions - north, east, and west. Construction in progress on the North-West Toronto Metropolitan Arterial Road extending to the stockyards area will further facilitate access.

### Easy Access to Meat Packers

Meat packers in Toronto are all situated within walking distance of the yards. Most of them can and do walk cattle form the stockyards to their plants which saves them transportation costs, shrink and losses due to bruises. This arrangement is advantageous to both the packers and the livestock producers. To the meat packers it means that a supply of cattle is readily available and can be moved into their processing schedule at a moment's notice. From the livestock producers' point of view, it makes these meat packers very active bidders.

### Least Cost Freight Location

Packers in the vicinity of the stockyards walk their purchases to their plants at a cost of about 75 cents per head. It is their lowest livestock transportation cost. But relocate the stockyards 20 miles form the packing plants and that transportation cost jumps to an estimated $4.00 per head - the expense of trucking the livestock 20 miles. This illustrates that the least cost freight location for stockyards will always be the immediate vicinity of the meat packing complex.

At the same time, returns to the livestock producers are maximized when the stockyards are situate in the least cost freight location because packers bidding for their cattle face only minimum further transportation charges.

## Ease of Handling Livestock

If the stockyards and the meat packing complex are separated by greater than walking distance, the livestock purchased through the yards will have to be transported twice before reaching the packing plants. First, they must be trucked from the producer's premises to the stockyards. Then, after their sale, they must be trucked a second time, to the packing plant. This double handling has several negative effects. It increases the transportation cost, increases in-transit weight loss due to stress and increases the probability of bruising of the livestock, all of which are very costly.

The present location does not require double handling of cattle. Packers located near the yards can walk their purchased livestock to their premises without having to truck them.

## Proximity to Major Consumer Market and Retailers

Toronto and its vicinity comprise the largest consumer market in Canada. The retail chains buy large quantities of beef and most of their buyers are located in Toronto. The buyers frequently visit the packers' beef coolers for selection. It is a great convenience to the retailers to have the meat packers situated in one location in Toronto. It reduces the buyers' travel time and thus reduces buying costs for the retailers. This helps reduce consumer prices.

## Excellent Water and Sewage Treatment Facilities

As mentioned earlier in this report, the meat packing industry and the stockyards are heavy users of water (8 to 9 million gallons per day) and generate large quantities of waste material (170,000 - 180,000 pounds per day). The City of Toronto has excellent facilities to supply the water and treat the waste material. It is doubtful if nearby smaller communities can offer such facilities without incurring large expenditures.

## Large Labour Pool

The stockyards and the nearby meat packing complex employ about 5,000 workers. Most of the workers are highly skilled, trained in meat cutting and boning operations. A large labour pool is necessary if suitable candidates are to be drawn from it for jobs in the industry.

The City of Toronto has the largest supply of labour in Ontario and thus aptly meets the needs of the industry.

### Prompt Payment to the Livestock Producer

Toronto Livestock Exchange is responsible for organising, monitoring, and conducting sale of livestock at the stockyards, collection of payments from buyers, and disbursement of the proceeds to the producers. The Exchange is vested with the responsibility of obtaining individual payment guarantees from all the livestock buyers at this market. It monitors the purchase volumes as they relate to the limits of the buyer guarantees and prompt payment (within 48 hours) as a condition of sale at this market. These arrangements assure prompt and guaranteed payment to the producers which is very important to them, especially in these days of high interest rates.

Because of the close proximity of the meat packing complex to the stockyards, an increasing number of settlement cheques are obtained and cashed the very same day of sale. The proximity reduces the physical problems in being able to enforce the prompt payment requirements.

## 5. ISSUES RELATED TO THE PRESENT LOCATION OF STOCKYARDS

The issues, if they may be so defined, pertain to transportation, traffic, air quality, noise and visual pollution in the area.

It should be noted at the outset that moving the stockyards to the outskirts of the city and leaving the packinghouse plants to continue in their present location would make very little difference in the amount of traffic, air quality and noise pollution. The packing plants would still have to transport their livestock purchases through the city and into their plants for processing.

### Transportation and Traffic

City of Toronto Planning Board published an industrial survey in March, 1977, in which it stated 75% of the firms interviewed in the Northwest Junction felt that the transportation was not a disadvantage of being located in the Junction.

There was no indication that the traffic in the area was unusually congested. However, when the Northwest Toronto Metropolitan Arterial Road is extended to the stockyards, the issue of transportation and traffic, to whatever extent it may now exist, will likely disappear.

## Air Quality

In a report entitled "Industry in the Junction Area Report No. 2 The Northwest Junction" dated February 1978 published by the City of Toronto Planning Board, it noted:

> "The Ministry of Environment has done a major air quality study in the Junction area ... The preliminary analysis of the study indicates that gaseous pollutants do not exceed desirable standards while the levels of suspended particulates in the air exceeded desirable levels 10 to 20% of the time. This would indicate that air quality except for particulate matter seems to be satisfactory."

The report also noted that:

> "Ministry of Environment records indicate that many firms in the Northwest Junction are following or have completed pollution abatement programs. Nevertheless, more had to be done, particularly by the meat packing industry as the most noticeable pollutant in the Northwest Junction is the smell of rendering done by the packers. The stockyards also produce odours but they are not as annoying as the ones produced by rendering, nor do they carry as far."

The foregoing comments by the City of Toronto Planning Board sum up the situation well. However, it should be added that the smell from rendering and the odours from the stockyards are noticeable mainly during hot and hazy days of summer. These smells and odours for the most part are confined to the industrial area. Their impact has been much reduced in the last five years with the adoption of improved manufacturing and operational technology plus installation of extensive air management systems by the meat packers.

## Noise

The above-mentioned report also noted:

> "Surprisingly, the noise control listening stations do not indicate that, except for two or three spots, the Northwest Junction is unusually noisy in relation to the rest of the city..."

## Visual Pollution

The stockyard premises along St. Clair Avenue are not enclosed. The barns and other wooden structures can be seen from the street and it is an eyesore for anyone walking or driving along the street. This can easily be corrected by building a wall along St. Clair Avenue and by some landscaping along the wall.

### Road (St. Clair Avenue) Crossing

While the stockyards are situated south of St. Clair Avenue, most of the meat packers are situated north of St. Clair. Cattle brought by the packers from the yards are walked across the street, attended by drovers, to the packers' premises. Usually the cattle are bunched together into large groups to minimize the number of crossings. Traffic must be stopped every time cattle are walked across the street. This can be considered a disadvantage although it is no more inconvenient than a traffic light. Usually the crossings do not take place during busy hours of traffic. They are restricted to 9:00 a.m. to 3:30 p.m.

## 6. POTENTIAL PROBLEMS AND COST PENALTIES OF MOVING THE YARDS TO ANOTHER LOCATION

This section identifies potential costs to livestock producers and meat packers located in the Northwest Junction if the stockyards are moved to another location.

### Double Handling of Livestock

As indicated earlier, the present location of the stockyards minimizes freight and handling costs because the meat packers located near the yards can walk the cattle (with the help of drovers) from the yards to their plants. The cost of the walk is estimated at 75: per head. If the stockyards are moved to another location, the freight cost will increase to $4.00 per head because the cattle will have to be trucked to the packers' premises from the new location. Because of this double handling of livestock, the in-transit shrink of the cattle will increase. Also, the probability of bruising the cattle will rise substantially. The additional cost of shrink and bruises is estimated at $4.00 per head (1/2% shrink on live weight).

### Reduced Margins to Livestock Producers and Meat Packers

The increased cost of freight, shrink, and bruises will have to be absorbed by livestock producers and/or meat packers: Most likely the livestock producers will have to absorb the increased cost because meat packers buy their livestock requirements on the basis of delivered cost to their plants. This means the livestock producers profit margins will be lowered by at least $7.25 per head. This amounts to $3,000,000 revenue loss per year to the producers on the 405,000 slaughter cattle marketed through the yards.

Meat packers are in no position to share the loss because the industry is already suffering from poor profitability. In the best of time, the industry earns less than $5.00 profit per head. Over the last three years, most of the packers have been experiencing losses in their cattle slaughtering operations.

Therefore, the livestock producers will be forced to shoulder the increased cost of freight, shrink and bruises. Otherwise the increased costs will be passed on to customers.

## Some Packers Will Likely Go Out of Business

In summary, if the stockyards are relocated, the meat packers in the vicinity of the stockyards will be affected primarily in two areas:

1. To the extent that they cannot pass on increased cost of freight, shrink and bruises to the livestock producers and to the consumer, their profits will erode further.

2. Many small packers in the vicinity use the stockyards to hold their cattle until they can accommodate them into their production schedules. If the stockyards are moved to another location, the packers cannot continue their operations because they will not have adequate space for holding cattle.

Also, if the land presently occupied by the stockyards is zoned for residential and/or commercial uses, the occupants of these premises will have very little tolerance to the presence of meat packing plants as their neighbours. They will more than likely exert heavy pressures to force the packers to move out of Toronto.

The stockyards and the meat packing complex are presently well insulated in all directions from the surrounding residential and commercial areas (see Appendix I). The C.P. railroad yards to the south, and other light industries and allied commercial operations situated to the west and the east of the meat packing complex, and the ravine to the north effectively seal the complex from the residential areas. At the same time, the stockyard/packinghouse complex provides a livelihood for many people living in the surrounding neighbourhood.

If the stockyards are moved, the pressure to move the meat packing complex out of Toronto will build up concurrently. The cost of relocating the industry will be enormous. Our rough estimate of the replacement cost of the industry is

$300-350 million. The majority of the packers in the area are small and they cannot raise sufficient money to finance relocation. This will undoubtedly result in many of them going out of business which in turn will eliminate most of the 5,000 jobs created by the complex. In time it will also contribute to substantial decline in livestock production in Ontario, the consequence of which would be disastrous for the province. In addition, the competition in the beef industry will be reduced significantly which in turn could result in higher beef prices.

## 7. COSTS TO BE CONSIDERED BEFORE MOVING THE STOCKYARDS

The foregoing analysis clearly points out that if the stockyards are moved, the meat packing industry must also move with it if it is to survive. Therefore, the cost of moving the stockyards must necessarily cover the cost of moving the meat packing industry along with it; one canot function profitably isolated from the other. The following are major cost components of such a move.

### Cost of Relocating Yards

The yards now occupy thirty-seven acres of land. Any new site should be at least fifty acres. It must be served by major rail links to facilitate importation of feeder cattle from the west, and must have a good source of water supply and sewage treatment facilities. In addition, the new location should be easily accessible to livestock producers from all across southwestern, northern, and eastern Ontario.

We estimate the cost of relocating the stockyards would be $10-15 million.

### Cost of Relocating Meat Packers

It is essential to relocate the meat packing industry along with the stockyards. Otherwise, most of the packers in the St. Clair and Keele area will go out of business causing massive unemployment in the area and a severe drop in livestock production in Ontario. The cost of relocating meat packers is estimated to be $300 to $350 million. The Ontario government may well have to provide most of these funds in some form or another if it wants to ensure the survival of the industry.

### Water Supply and Sewage Treatment Facilities

It was suggested earlier in this report that the stockyards and the meat packing complex uses 8 to 9 million gallons of water and generates 170,000 to 180,000 pounds of treatable waste material per day, disposed of through the municipal sewer system. The water usage is equivalent to the usage of a city with a residential population of 100,000 to 110,000 people and the waste material generated is equivalent to waste generated by a city with a residential population of 250,000 to 300,000 people. It is doubtful if there is any city in Ontario with the exception of Toronto equipped to supply the water and treat the waste material without a large expansion of their present facilities requiring large expenditures.

### Relocation of Labour Force

The stockyards and the meat packing complex employs nearly 5,000 workers. The relocation of the complex would require the relocation of the employees as well. It is hard to determine the likely number of employees who would be prepared to move and the number who would quit and join the unemployment roles. Either way, it would result in a great economic and social cost to the community and the government.

If a substantial number of employees chose not to move, it would cause hardships to the meat packing industry. Most jobs in the industry require highly skilled people. It will take considerable time and money to find new employees and teach them the skills. Meanwhile, the profitability of the industry will suffer creating further strains on it.

## 8. COST-BENEFIT ANALYSIS OF RELOCATION

Conservatively, it would cost between $300 to $350 million to move the stockyards and the meat packing complex to another location.

What would be the tangible and intangible benefits of such a move? The benefits from such a move must be substantially better than the benefits currently derived from their presence in the current location and also sufficient to justify an expenditure of $350 million for relocation.

The main benefits of relocation are primarily intangible. There will be some improvement, although minor, in the quality of air. Rendering and other livestock related smells may be eliminated. However, in evaluating these benefits, it should be kept in mind that residential areas in the vicinity are affected by these smells only infrequently, primarily during summer months, whenever there are unusual wind patterns. This situation is very similar to the smells occasionally experienced by the residents living along Lake Ontario. However, the livestock smells are much less offensive and the area affected is almost insignificant in comparison.

The odours in the area can be reduced or eliminated by installing additional pollution control equipment for much less cost than $350 million required for relocation.

Another issue which should be considered is whether the land occupied by the stockyards and the meat packing complex (115 acres) can be better utilized? The complex employes nearly 5,000 people, most of whom live in the vicinity. The studies conducted recently (1974/75) by the Ministry of Transportation and Communications show that this area of Metro had a high proportion of local residents who lived and worked in the same area. This proportion was considerably higher than any other area in Metro.

It would be hard to visualize better utilization for the area than the present use which permits people to work and live in the same general area.

One would have to conclude the costs of relocation far outweigh any benefits from it.

## 9. SUMMARY AND RECOMMENDATIONS

Briefly, the following summarizes the foregoing discussion:

1. Stockyards and the nearby meat packing complex should be viewed as one system. One cannot exist viably without the other.

2. The complex employs nearly 5,000 people and its activities account for 55% of the cattle kill, 90% of the calf kill, 80% of sheep and lamb kill, and 35% of the hog kill in Ontario.

3. In 1980, the stockyards marketed 404,475 slaughter cattle, 55,922 slaughter calves, and 78,439 sheep and lambs which accounted for 42% of cattle offerings, 43% of calf offerings and 87% of sheep and lamb offerings in Ontario.

4. The nearby meat packing complex buys 75-80% of slaughter cattle and 95% of slaughter calves and sheep and lamb marketed by the yards.

5. Most of the employees who work in the complex also live in the same general area.

6. 85% to 95% of livestock production in Ontario takes place within a 150 mile radius of Toronto.

7. The stockyards are easily accessible by livestock producers from all directions - from southwest and east by Highway 401, and from the north by Highway 400.

8. At present there is major construction underway on the Northwest Toronto Metropolitan Arterial Road extending to the area of the stockyards at a cost of $30 million. This will further improve the access to the yards.

9. The present location of the stockyards and meat packing complex is very convenient to the large number of retailers in Toronto.

   Also, the location is optimum because it minimizes transportation cost of the meat packers which in turn results in maximum return to the livestock producers.

10. There are no unusual traffic or noise problems in the area. However, occasionally there is a problem of odours, during summer months. The industry has done much in recent years to successfully reduce them.

11. If the Stockyards are moved leaving behind the meat packing complex:

    a) the freight cost of the meet packers will increase from 75: to $4.00 per head due to double handling of cattle. It will also result in increased in-transit shrink and bruising of cattle which will cost an estimated $4.00 per head. In total, the increase in freight and in-transit shrink will result in a loss of about $3,000,000 per year to the livestock producers.

    b) Most small meat packers in the area will not have adequate space to hold their cattle which may result in discontinuing their operations.

    c) There will not be significant change in the air quality or traffic in the area because meat packing plants will have to continue to bring the cattle into the area for slaughtering and processing.

    d) If the space vacated by the stockyards is zoned for residential and/or commercial use, pressures will immediately mount to force the meat packers to move of the area.

12. The estimated cost of relocating the stockyards and the meat packing companies is $10-15 million and $300-350 million respectively. In addition, 5,000 employees

will have to be relocated, resulting in great economic and social cost to the government and the community.

13. The benefits of relocating the stockyards and the meat packers complex are primarily minor improvements to the quality of the air in the area.

14. The stockyards and the meat packing complex use 8 to 9 million gallons of water and generate 170,000 to 180,000 lb. of treatable waste material per day, disposed of through the municipal sewer system. It is doubtful that any city in Ontario, with the exception of Toronto, can provide these services without incurring large expenditures.

## Recommendations

Relocating the stockyards and leaving behind the meat packing complex will result in considerable loss to the livestock producers. Many small packers in the complex could be forced out of business because they lack sufficient space to hold cattle at their plants.

Relocating both stockyards and meat packing complex is possible. It would cost about $350 million. The profitability in the industry does not justify investing such large amounts of capital. Most of the packers would get out of the business because they would not be able to justify the investment needed for relocation. This would destroy the meat packing industry and in turn livestock production in Ontario.

Even if the government is prepared to subsidize a large part of the $350 million relocation cost, the social and economic cost of relocating 5,000 employees would be enormous.

In view of the above, we recommend the following:

1. Leave the stockyards and the meat packing complex in their present location. They are well insulated from the surrounding residential and commercial areas by well defined perimeters in all directions. C.P. railroad yards to the south, a natural ravine to the north, and non-meat packing industrial establishments to the east and the west effectively isolate the complex.

   We further recommend that the Ontario government declare the area occupied by the stockyards and the meat packing complex a "Meat Terminal". This will be very similar in concept to that of the Ontario Food Terminal.

2. Provide sufficient funds to the stockyards to improve their premises. A concrete wall should be built north of the yards along St. Clair Avenue which will enclose the yards from public view. Also, some landscaping along the wall should improve the looks of the surroundings.

3. Provide some financial assistance to the meat packers in the area to install odour control devices to further cut down the odours emanating from the area.

We believe it is important the Ontario government act on these recommendations immediately. The uncertainty about the future of the stockyards is delaying several companies in the meat packing complex from going ahead with their plans to upgrade their facilities.

We believe there is no need for further studies. The basic issues and alternatives are clear. The costs and dangers of not acting immediately are severe. Continued uncertainty may harm the meat packing industry to the point where it may be unable to recover.

William J. Kelly,
Kelljair Consultants

## APPENDIX I
## APPENDIX II

Appendix I: MAP 3-1
MAP 4-1
Aerial View of North-West Junction

Appendix II: Aerial View of North-West Metropolitan Arterial Road

## APPENDIX III

List of Buyers and Commission firms bonded by the Toronto Livestock Exchange to buy on the Toronto market:

1. Albion West, Toronto
2. Allen, D. Peterborough
3. Alliston, Alliston
4. Annett, Wayne, London
5. Arcara, Mateo, Toronto
6. Aurora, Toronto
7. Avezzano Macelleria, Toronto
8. Avezzano Wholesale, Toronto
9. Avruskin, Elora
10. Ayerhart, C., Toronto
11. Aylmer, Aylmer
12. Baby Lamb, Toronto
13. Barbour, Brampton
14. Bari, Toronto
15. Beeton, Beeton
16. Bennett, F., Stouffville
17. Better Beef/Can. AB., Guelph
18. Bielak, Les, Toronto
19. Blacklock, J., Alliston
20. Bolton, Bolton
21. Bonneau, P.A., Quebec
22. Borovoy, Elora
23. Boyd, Bill, Toronto
24. Breckenridge, Brussels
25. Bright Veal, Toronto
26. Buffa, Toronto
27. Burns, R.O., Toronto
28. Butchart, J., Toronto
29. Cabral, Leo, Toronto
30. Canada Packers, Toronto
31. C D M, Toronto
32. Carruthers, M., Mt. Brydges
33. Central, Toronto
34. Cerasani, (Pasquale), Toronto
35. Combort, St. Ann's
36. Corbett (Gill, E.), London
37. Corsetti, Gus, Toronto
38. Corsetti Packers, Toronto
39. Crabtree, Ottawa
40. Crane, J., Peterborough
41. Croft, Guelph
42. Crown, Toronto
43. Davidson, Ken, Peterbourough

44. Dee's, Guelph
45. DeKoning, Port Dover
46. Deutsch, S., Dundas
47. DiAdamo, Joe, Stouffville
48. Di Millo, Toronto
49. Dominion, Toronto
50. Dorr Bros., Stoney Creek
51. Dougherty's, Toronto
52. Doug's Meats, Toronto
53. Fearman, Burlington
54. Firenze, Toronto
55. Flaxman, Ross, Toronto
56. Gasparro, Toronto
57. Goldberg, Sam, Toronto
58. Grace, Toronto
59. Grantham, St. Catharines
60. Greco, Toronto
61. Grof, Lindsay
62. Gross, Toronto
63. Hatzis, Lambos, Burlington
64. Highland, Vinemount
65. Hodgkinson, Toronto
66. Hommer's Stevensville
67. Hurren, Bill, Guelph
68. Hutchinson, David, Toronto
69. Iaboni, F., Toronto
70. Interstate, Montreal
71. J. J. Meat, Toronto
72. Karl, Toronto
73. Kennedy, Joe, Toronto
74. La Marsica, Toronto
75. Lang, Toronto
76. Larose, M., Toronto
77. Leader (McInerney), Toronto
78. Lenover, Chatham
79. Leo's Exchange, Ottawa
80. Levine, Peter, Oshawa
81. Louis Meats, Toronto
82. Macedo, Toronto
83. MacKenzie, F., Toronto
84. McClory (M.C.C.), Guelph
85. McDonald, R.D., Toronto
86. McKelvey, Ron, Shelburne
87. McTaggart, Clare, Burlington
88. Mendlowicz, Toronto
89. Mike's Meat, Toronto
90. Millard, Gordon, Toronto
91. Minor, Binbrook
92. Moffat, Harold, Peterborough
93. Monaco, Toronto
94. Moore, Grant, Bolton
95. Mr. Greek, Toronto

96. Muller's, St. Catharines
97. Murco, Michigan
98. Newmarket, Newmarket
99. Panos, D., Toronto
100. Parent, E., Toronto
101. Parsons, BIll, Stouffville
102. Peterborough, Peterborough
103. Piave, Toronto
104. Polo, John, Guelph
105. Prime, Toronto
106. R & M Livestock, Lindsay
107. Rocco (Petroni), Toronto
108. Rusnell, C., Toronto
109. Schneider's, Kitchener
110. Sedore, B., Woodbridge
111. Select, Toronto
112. Sinopoli, O., Toronto
113. Spartakos, Toronto
114. Star, Binbrook
115. Stewart, D., Peterborough
116. Tauro, Toronto
117. Tender-Lean Beef, Burlington
118. Toronto, Toronto
119. Trecapelli, Toronto
120. Truman, T., Toronto
121. Bermont, T., Toronto
122. V. G. Packers, Toronto
123. Vicentina, Toronto
124. Vince's, Toronto
125. Weston Produce, Toronto
126. Willowdale, Peterborough
127. Dun & Levack LTd., Toronto
128. Gamble & Rogers Ltd., Toronto
129. Newton & McConvey Ltd., Toronto
130. Richey, Fay & Armstrong Ltd., Toronto
131. United Cooperatives of Ontario, Toronto
132. Ontario Pork Producers Marketing Board, Toronto

APPENDIX 'E'

## SUMMARY OF LEGAL NON-CONFORMING USES UNDER EXISTING ZONING

| Name and Address | Use Classification | Reason for Legal Non-Conforming Use Status |
|---|---|---|
| **INDUSTRIAL USES** | | |
| Freedman's Scrapyard 6 Townsley Avenue | salvage yard (C4) | C4 use in a C3 district |
| Mediterranean Fish Import | fish packing plant (C3) | C3 use in a C1 district |
| Standard Aggregates 90(?) Union St. | batching and mixing of concrete yard (C4) | C4 use in a C3 district |
| Salvage yard at rear of 93 Union St. | salvage yard (C4) | C4 use in an C3 district |
| T. Pocklington Survey Equipment 208 Weston Road | miscellaneous light manufacturing plant (C2) | C2 use in an R2 district |
| DiMarino Plastering 208 Weston Rd. | contractor's shop manufacturing plant (C2) | C2 use in an R2 district |
| Westprint 33 McCormack | printing plant (C1, C2) | C1 or C2 use in an R2 district |
| Warehouse at 216 Ryding Ave. | storage warehouse Class A (C2) | C2 use in an R2 district |
| Warehouse at 222 Ryding Ave. | storage warehouse Class A (C2) | C2 use in an R2 district |
| Godson Contracting Co. 1870 St. Clair | contractor shop Class A(C2) | C2 use in an C1 district |

| | | |
|---|---|---|
| Mobile Maintenance Coatings<br>1880 St. Clair Ave.W. | Contractor's shop Class A (C2) | C2 use in a C1 district |
| Leny's Garage<br>2401 St. Clair Ave.W. | motor vehicle repair shop Class B(C2) | C2 use in a C1 district |
| Sting-Ray Collision<br>51 Mulock Ave. | motor vehicle repair shop Class B (C2) | Use is prohibited by By-law 162-79 |
| Transilvania Auto<br>160 Mulock Ave. | motor vehicle repair shop Class B (C2) | Use is prohibited by By-law 162-79 |
| Keele Auto Centre<br>503 Keele St. | motor vehicle repair shop Class B (C2) | Use is prohibited by By-law 162-79 |
| Brennen Auto Body<br>186 Mulock Ave. | motor vehicle repair shop Class B (C2) | Use is prohibited by By-law 162-79 |
| St. Clair Auto Body<br>194 Mulock Avenue | motor vehicle repair shop Class B (C2) | Use is prohibited by By-law 162-79 |
| Leson Catering<br>2361 St. Clair Ave.W. | industrial catering service (C2, I2) | C2 use in a C1 district |
| Chamberlain Leather<br>2389 St. Clair Ave.W. | leather goods factory (C3, I3, IC) | C3 use in a C1 district |

### COMMERCIAL USES

| | | |
|---|---|---|
| Darrigo's Supermarket<br>404 Old Weston Road | retail store (C1) | C1 use in a C2 district where such uses are not permitted by By-law 220-77 |
| Shell Car Wash and Gas Station<br>537 Keele Street | car washing establishment (C1) and automobile service station (C1) | C1 uses in a C3 district not permitted by By-Law 220-77 |
| Safspra Car Wash<br>611 Keele St. | car washing establishment (C1) | C1 use in a C3 district where such use is not permitted by By-law 220-77 |

| | | |
|---|---|---|
| Fast Gas<br>N-E Corner<br>St. Clair-Keele | automobile service station (C1) | C1 use in a C3 district where such use is not permitted by By-law 220-77 |
| Restaurant at<br>505-509 Keele St. | eating establishment (C1) | C1 use in a C3 district where such use is not permitted by By-law 220-77 |
| Ed Davey Motors<br>2308 St. Clair | motor vehicle repair shop Class A (C1) | C1 use in a C4 district where such use is not permitted by By-law 220-77 |
| Restaurant at<br>206 Weston Road | eating establishment (C1) | C1 use in an R2 district |
| Variety Store<br>262 Weston Road | retail store (C1) | C1 use in an R2 district |
| International Harvester<br>2236 St. Clair Ave. W. | motor vehicle repair shop Class A (C1) & sales or hire garage (C1) | C1 use in a C4 district where such use is not permitted by by By-law 220-77 |

RESIDENTIAL USES

The following is a list of 127 houses which are legal non-conforming uses. The houses are classified as R1 residential uses, but are all located in C3 industrial districts.

| | |
|---|---|
| 453-499 Keele St. (22 houses) | R2 use in C3 district |
| 511-513 Keele St. (2 houses) | R2 use in C3 district |
| 221-533 Keele St. (7 houses) | R2 use in C3 district |
| 914-918 Keele St. (3 houses) | R2 use in C3 district |
| 38-64 Mulock Ave. (9 houses) | R2 use in C3 district |
| 80-154 Mulock Ave. (31 houses) | R2 use in C3 district |
| 172-182 Mulock Ave. (6 houses) | R2 use in C3 district |
| 27-33 Mulock Ave. (4 houses) | R2 use in C3 district |

| | |
|---|---|
| 45-47 Mulock Ave. (2 houses) | R2 use in C3 district |
| 55-61 Mulock Ave. (4 houses) | R2 use in C3 district |
| 69-133 Mulock Ave. (24 houses) | R2 use in C3 district |
| 161-171 Mulock Ave. (6 houses) | R2 use in C3 district |
| 177-181 Mulock Ave. (3 houses) | R2 use in C3 district |
| 142-146 Cawthra AVe. (2 houses) | R2 use in C3 district |
| 29-31 Lloyd Ave. (2 houses) | R2 use in C3 district |

APPENDIX 'F'

## SUMMARY OF LEGAL NON-CONFORMING USES UNDER PROPOSED ZONING

| Name and Address | Use Classification | Reason for Legal Non-Conforming Use Status |
|---|---|---|
| INDUSTRIAL USES | | |
| *Salvage Yard at rear of 93 Union St. | salvage yard (I.4) | I.4 use in an I.3 district |
| Levine Brothers Hides 2 Henrietta | animal by-products plant (I.4) | I.4 use in an I.3 district |
| *Sting Ray Collision 51 Mulock Ave. | motor vehicle repair shop Class B (I.3) | I.3 use in an I.2 district |
| Central Smoked Fish 63 Mulock Ave. | Fish packing plant (I.3) | I.3 use in an I.2 district |
| International Cheese | dairy products plant (I.3) | I.3 use in an I.2 district |
| *T. Pocklington 208 Weston Rd. | miscellaneous light manufacturing plant (I.1) | I.1 use in an R2 district |
| *DiMarino Plastering 292 Weston Rd. | contractor's shop Class A (I.1) | I.1 use in an R2 district |
| *Warehouse at 216 Ryding Ave. | storage warehouse Class A (I.1) | I.1 use in an R2 district |
| Warehouse at 222 Ryding Ave. | storage warehouse Class A (I.1) | I.1 use in an R2 district |
| Maltese Joe's Auto Body 353 Ryding Ave. | motor vehicle repair shop Class B(I.3) | I.3 use in an I.2 district |
| Enterprises Auto Body 731 Runnymede Ave. | motor vehicle repair shop Class B | I.3 use in an I.2 district |
| Ital Auto Collision 330 Old Weston Rd. | motor vehicle repair shop Class B (I.3) | I.3 use in an IC district |

## COMMERCIAL USES

| | | |
|---|---|---|
| *Restaurant at 206 Weston Rd. | eating establishment (C1) | C1 use in an R2 zone |
| *Variety Store at 262 Weston Rd. | retail store (C1) | C1 use in an R2 zone |
| *Variety Store at 324 Weston Rd. | retail store (C1) | C1 zone in an R2 zone |

## RESIDENTIAL USES

The following 25 houses will remain as legal non-conforming uses under the proposed zoning. Each is located in a district zoned I3 industrial.

*453 Keele Street

*914-918 Keele St. (7 houses)

*161-171 Mulock AVe. (6 houses)

177-181 Mulock Ave. (3 houses)

*172-182 Mulock Ave. (6 houses)

*142-146 Cawthra Ave. (2 houses)

*These uses are also legal non-conforming uses under the prezent zoning.

APPENDIX 'G'

## SECTION 12D - I1 DISTRICTS (681-78)

(1) No person shall, within any I1 district, use any lot or erect or use any building or structure for any purpose except one or more of the following I1 uses, namely:

(a) INDUSTRIAL USES:

i) MANUFACTURING AND RELATED ACTIVITIES:

an artist's or photographer's studio, a blacksmith's shop, a bookbinder's shop, a carpenter's shop, a ceramics factory, a commercial welder's shop, a contractor's shop, class A, a custom workshop, a duplicating shop, a film or recording studio, a fur goods factory, a garment factory, an ink factory - secondary, a laboratory, class A, a leathergoods factory, a miscellaneous light manufacturing plant, a miscellaneous textile products factory, a paper products factory, a pharmaceutical factory - secondary, a plastic products factory secondary, a prepared horn and bone products factory, a printing plant, a retail outlet ancillary to industry not exceeding a gross floor area of 475 square metres, a sample or showroom, a spotting and stain removing establishment, a taxidermist shop, a tinsmith's shop, a small metal wares factory not exceeding a gross floor area of 475 square metres, an upholster's shop, an industrial computer service, a radio or television broadcasting station, studio or theatre; market gardening; (422-82) (65-83)

ii) packing or packaging any goods, wares or merchandise, substances, articles or things mentioned in clause (i);

iii) WAREHOUSE, STORAGE, UTILITIES, ETC.:

a cold storage plant, a parking lot, a parking station, a private garage, a storage warehouse, class A, a wholesaling establishment - general;

iv) any use which is accessory to any of the foregoing uses; (100-79)

(b) COMMERCIAL AND INSTITUTIONAL USES INCIDENTAL TO INDUSTRIAL USES OR AREA:

i) personal grooming establishment, a dressmaker's shop, a dry cleaning shop, a locksmith's or gunsmith's shop, a newsstand, a branch of a bank or financial insitution, a post office, a service and repair shop, a tailor's shop, provided such uses are located at, partly above or partly below, grade; (401-82)

ii) a clinic, a craft school, a day nursery, a nursery school, a public park not including a stadium or arena, a union hall;

iii) any use accessory to any of the foregoing uses;

(c) SIGNS:

i) a wall sign, a window sign, an identification sign, a projecting sign, a ground sign, a banner sign, a marquee or canopy sign;

ii) any sign, whether accessory or not, shall conform to existing height limits;

iii) no such sign, if illuminated, is illuminated by a flashing or intermittent-type of illumination; and

iv) the illumination of any such sign is so arranged that the light therefrom is not directed toward any other building or lot (681-78) (150-80)

(2) No person shall, on any lot in any I1 district, erect or use any I building or structure including any accessory loading area which is not wholly enclosed.

No person shall, on any lot in any I1 district, use or maintain any open storage area, except for any accessory parking as may be permitted by this By-law in such districts.

(3) No person shall, on any lot in any I1 district, erect or use any building or structure closer to the front lot line than half the shortest distance between the

main front wall of a residential building adjourning the lot and the front lot line of the lot upon which the residential building is erected and in the case of a building or structure between two residential buildings or structures the average of the shortest distance between the main front walls of such buildings and their front lot lines, and such front yard area shall either be maintained as landscaped open space or shall have a properly drained hard surface. (681-78)

## SECTION 12E - I2 DISTRICTS

(1) No person shall, within any I2 district, use any lot or erect or use any building or structure for any purpose except any I1 use or one or more of the following I2 uses, namely:

(a) INDUSTRIAL USES:

i) MANUFACTURING AND RELATED ACTIVITIES:

an automobile service and repair shop, a bakery, a bread distributing depot, a builders' supply yard, a candy factory, a carpet cleaning establishment, a contractor's shop, class B, a courier service, a data processing establishment a dry cleaner's distributing station, a dry cleaning establishment an industrial catering service, a machine laundry, a mattress and mattress spring factory, a non-dangerous, non-offensive metal products factory, a miscellaneous vegetable food products factory, class A, a motor vehicle repair shop, class A, a newspaper plant, a photographic plant, a plastic products factory, a salvage shop, a security service and equipment business, a small metal wares factory, a soft drink bottling works, a textile factory, a wholesale dyeing plant, a wood products factory, a workshop or equipment yard of a decorator, interior decorator, display designer, or sign erector; (681-78) (150-80)

ii) packing or packaging any goods, wares or merchandise, substances, articles or things mentioned in clause (i);

iii) WAREHOUSE, STORAGE, UTILITIES, ETC.:

an armoury or drill hall, a city yard, class A, a food wholesaling establishment, a food warehouse, an open storage yard, a postal sorting station, a private commercial garage, a public or private commercial scales, a pumping station, railway tracts, a railway station, a sales or hire garage, a waterworks;

iv) any use accessory to any of the foregoing uses; (100-79)

(b) COMMERCIAL AND INSTITUTIONAL USES INCIDENTAL TO INDUSTRIAL USES OR AREA:

i) an automobile service station, personal grooming establishment, a car washing establishment, a dressmaker's shop, a dry cleaning shop, a fire hall, a locksmith's or gunsmith's shop, a newsstand, a branch of a bank or financial institution, a police station, a post office, a service and repair shop, a tailor's shop, an eating establishment not exceeding a gross floor area of 475 square metres, a tavern or public house not exceeding a gross floor area of 475 square metres, a trade school, a taxicab stand or station; (401-82)

ii) any use that is accessory to any of the foregoing uses. (681-78)

(c) SIGNS:

i) roof signs providing their area is not greater than 23 square metres;

ii) any sign, whether accessory or not, shall conform to existing height limits;

iii) no such sign, if illuminated, is illuminated by a flashing or intermittent type of illumination;

iv) the illumination of any such sign is so arranged that the light therefrom is not directed toward any other building or lot. (150-80)

## SECTION 12F - I3 DISTRICTS

(1) No person shall, within any I3 district, use any lot or erect or use any building or structure for any purpose except any I1 use, any I2 use or one or more of the following I3 uses, namely:

(a) INDUSTRIAL USES:

i) MANUFACTURING AND RELATED ACTIVITIES:

an animal food factory, a brewery, a canning factory (fruits and vegetables), a dairy products plant, a distillery, a fishpacking plant, a gelatine factory, an ink factory - primary, an inoffensive gas plant, a meat products plant, a metal products factory, a miscellaneous vegetable food products factory, class B, a motor vehicle repair shop, class B, a pharmaceutical factory primary, a vegetable oils plant, a winery;

ii) packing or packaging any goods, wares or merchandise, substances, articles or things mentioned in clause (i);

iii) WAREHOUSE, STORAGE, UTILITIES, ETC.:

a bus station, a cartage, express or truck transport yard or terminal, a commercial stable, a contractor's yard, a public harbour works, including public wharves, lighthouses and beacons, a railway service and repair yard, a retail coal, coke and wood yard;

iv) any use which is accessory to any of the foregoing uses. (100-79) (150-80)

(b) SIGNS:

a wall sign, a window sign, an identification sign, a projecting sign, a ground sign, a banner sign, a marquee or canopy sign, a roof sign or other advertising device. (150-80)

## SECTION 12G - I4 DISTRICTS

(1) No person shall, within any I4 district, use any lot or erect or use any building or structure for any purpose except for one or more of the following I4 uses, namely;

(a) INDUSTRIAL USES:

i) MANUFACTURING AND RELATED ACTIVITIES:

an animal by-products plant, a distillation plant, a general gas plant, a general chemical products factory, a laboratory, class B, a miscellaneous non-metallic minerals plant, a miscellaneous vegetable products factory, an offensive or dangerous chemical products factory, an offensive or dangerous gas plant, a primary metals plant, a tannery;

ii) packing or packaging any goods, wares or merchandise, substances, articles or things mentioned in clause (i);

iii) WAREHOUSE, STORAGE, UTILITIES, ETC.:

a city yard, class B, a batching and mixing of concrete yard, a fuel storage tank, a generating station, an open storage of raw materials yard, a public or private commercial scales, a pumping station, railway tracks, a railway station, a railway service and repair yard, a salvage yard, a sewage disposal plant, a public incinerator or refuse destructor, a storage warehouse, class B, a waterworks, a wholesale fuel supply yard;

iv) any use which is accessory to any of the foregoing uses. (100-79)

(b) SIGNS:

a wall sign, a window sign, an identification sign, a projecting sign, a ground sign, a banner sign, a marquee or canopy sign, a roof sign or other advertising device. (150-80)

POOR

QUALITY

ORIGINAL